

THE Hongkong Weekly Press

AND

China Overland Trade Report.

Vol. XLV.]

HONGKONG, THURSDAY, 22ND APRIL, 1897.

No. 16.

CONTENTS.

Epitome of the Week, &c.	301
Leading Articles:—	
Sir Claude MacDonald's Tour	302
China's Conditions for Concessions of Territory	302
The Shanghai Municipal Council and the Wheelbarrow Strike	303
The Proposed Road round the Island	303
Resignation of the Governor-General of the Philippines	304
Address to Sir Claude MacDonald by the China Association	304
Plague and Restriction of Chinese Immigration	304
The Chinese Postal Service	305
Committed to Prison for Contempt of Court	305
The Territorial Dispute between Portugal and China	305
Punjom Mining Co., Limited	306
North-China Insurance Co., Limited	308
The Yangtze Insurance Association, Limited	309
The Bounty on the Direct Export of Japanese Silk	310
Hongkong Rifle Association	310
The Polo Tournament	311
Hongkong Golf Club	311
Lawn Tennis	312
Correspondence	312
On the Question as to the Best Form of Jubilee Memorial	313
The Wheelbarrow Riot at Shanghai	314
French Piece Goods in Cochin-China	314
Presents to H.M. the Queen	314
The Shanghai Volunteer Corps and the Diamond Jubilee	315
The Shanghai Volunteer Corps	315
Hongkong and Port News	315
Commercial	317
Shipping	319

MARRIAGES.

On the 10th inst., at the Union Protestant Church, Kobe, by the Rev. H. J. Foss, M.A., **FREDERICK JOHN**, son of R. C. BARDENS, Esq., of Ipswich, England, to **MINNIE ALTHEA**, elder daughter of G. J. PENNEY, Esq., of Kobe.

On the 10th April, 1897, at the Cathedral, Shanghai, by Rev. H. C. Hodges, M.A., **THOMAS LACEY BICKERTON**, to **WILHELMINA DALGARNO**.

DEATHS.

On the 3rd March, at Beau Rivage, St. Clements, Jersey, Captain **D'AUVERGNE DE STE. CROIX**, in his 56th year.

At the General Hospital, Shanghai, on the 9th April, 1897, **ELIZABETH ELLIOTT**, late Stewardess of the steamer *Glenshiel*, aged 51 years.

At the General Hospital, Shanghai, on the 10th April, 1897, **CHARLES BROOKS**, late Master British ship *Sronsa*, aged 61 years.

At the General Hospital, Shanghai, on the 11th April, 1897, **CONRAD HALQUIST**, late Chief Officer of the steamer *Irene*, aged 41 years.

ARRIVALS OF MAILS.

The English mail of the 19th March arrived, per P. & O. steamer *Coromandel*, on the 16th April (28 days); and the Canadian mail of the 30th March arrived, per C. P. steamer *Empress of India*, on the 20th April (21 days).

EPITOME OF THE WEEK.

Mr. B. C. G. Scott has relieved Mr. Bristow as British Consul at Tientsin.

Mr. W. Noyes Morehouse, Commissioner of Customs at Pakhoi, is transferred to Amoy.

The immigration of Chinese into Hongkong from Swatow and Formosa has been prohibited, owing to the prevalence of plague at those places.

H.E. Liu Kun-yi, Viceroy of the Two Kiang, has contributed \$2,000 to the Indian Famine Relief Fund.

The Yokohama Indian Famine Relief Fund closed with a total of \$16,513, more than half of which was from Japanese.

The first sod of the Seoul-Chemulpo railway was turned on the 22nd March by H.E. Ye Che-yun, Governor of Seoul.

The Spanish Government has prohibited the importation of arms, munitions of war, and alcohol into the Sulu Archipelago.

Mr. James Scott has taken over charge of the British Consulate at Shanghai from Mr. T. L. Bullock, who goes home on leave.

H.M. the King of Siam left Bangkok on the 7th April on board his yacht the *Maha Chakkri* for Singapore, en route for Colombo and Europe.

Mr. Arthur Norman, proprietor of the *Rising Sun and Nagasaki Express*, was adjudged insane, and certified a lunatic by Consul Longford at Nagasaki on the 6th April.

The meeting of British Residents held at Shanghai on the 14th April to consider the commemoration of the Diamond Jubilee accepted Mr. Drummond's proposal for a Nurses' Institute.

The Viceroy of Canton has memorialised the Throne praying for the abolition of the new postal service on account of its vexatious character and the insignificance of the revenue raised by it.

Sir Claude MacDonald, the British Minister to Peking, who is now making a tour of the ports, has had interviews with the Committees of the Hongkong Chamber of Commerce and the China Association during the week.

Tenders for steel rails and fastenings for the Imperial Chinese Railway Administration were opened at Tientsin on the 7th April. The lowest bid was sent in by Mr. C. D. Jameson, C.E., on behalf of Carnegie & Co., of Pittsburgh, Pa., U.S.A.

The Japanese War Office, we learn from the *Japan Gazette*, has imported from France specimens of bicycles for military use. The wheel is said to be made to carry a rifle and haversack, and in case of necessity it may be folded up and easily carried.

On the 1st April the regulations for giving licences to the consumers of opium were put into operation at Taipei, Formosa. Four thousand licences were granted in the course of the day. Similar regulations will come into force at Tainan on the 1st May.

A cotton ginning mill in Tonkin owned by a Frenchman has been leased to Chinese for ten years. The Tonkin papers regard this as a grave misfortune, indicative of the commercial ascendancy of the Chinese and the impossibility of Europeans competing with them.

A letter has been addressed by the Yokohama Chamber of Commerce to the Doyen of the Diplomatic Corps protesting against the proposed payment of a bounty to direct Japanese exporters of silk, the object of the proposal being to oust foreigners from the trade.

Messrs. Birnie, Adams, Smart, Evans, and Conan were attacked and seriously knocked about by a gang of drunken Japanese coolies at Nagasaki on the 5th April.

We (*Japan Gazette*) learn on reliable authority that Mr. Buck, of Georgia, succeeds Mr. Dun as U.S. Minister to Japan. We believe that Mr. Buck has taken no part in national politics hitherto, and so far as we can ascertain he is unknown to Americans in Japan.

All the steamers ordinarily plying between Hankow and Ichang, as well as the *Fuhwo* and the *Kiangkwan*, are exclusively engaged in carrying rice for the starving districts of Eastern Szechuan. The junks are being pressed into the service too, so that all business on the Upper Yangtze is seriously disorganised. —N. C. Daily News.

The *Foochow Echo* understands that the mandarins have asked the Foochow Tea Improvement Company for patterns and particulars of the machinery to be used in the new fashion of making tea. This shows an interest in the movement at any rate, and we trust may be taken as an augury of the approval and furthering help of the authorities.

Reports from native sources represent that the rising in Szechuan, provoked by the famine which has also prevailed in some portions of Hupeh, has come to an end with the capture of T'ang Kao, the leader, who, with three of his brothers, his lieutenant Wa, and some thirty followers, has been executed, the first named by the "slicing" process. —N. C. Daily News.

The *Sinwampao* publishes a report to the effect that the Chinese Government are negotiating a loan of 100 million taels from an English syndicate through the agency of Sir Robert Hart, and that the security for the loan will be the entire likin receipts of the province of Kiangsu, the administration of which service will be under the direction of the syndicate lending the money. —N. C. Daily News.

The Haiphong Chamber of Commerce has passed a resolution in favour of imposing an export duty on raw cotton to counterbalance the effect of the Japanese tariff. Most of the cotton exported from Tonkin goes to Japan. The latter country proposes to abolish the duty on raw cotton, while retaining that on ginned cotton. The effect of this, it is believed, will be to damage the ginning industry in Tonkin and the proposed export duty on raw cotton is to be imposed for its protection.

The large engines of the Ewo Spinning and Weaving Company's new mill at Yangtsepoo, Shanghai, made a very successful start on Thursday, 8th April. They have been erected and completed within two months under the supervision of Mr. J. Clarke, one of Messrs. J. & E. Wood's fitters, of Bolton. The engines are capable of working up to 1,500 indicated horse-power. They are of the expansion principle, to work with a pressure of 160 lbs. The formal christening will take place in about one month, when the manager intends having 5,500 ring spindles working. The mill when completed will have 45,000 spindles, and will be the largest of the new mills. Messrs. Platt Bros. & Co., Limited, of Oldham, are the makers of the machinery, which is on the latest principle.

SIR CLAUDE MACDONALD'S TOUR.

The trip undertaken by His Excellency Sir CLAUDE MACDONALD cannot be described as a pleasure excursion, though there has been nothing either arduous or difficult about it. The greater portion of his journey from Peking has been made under comfortable if not absolutely luxurious conditions. He has seen very much that has interested and will interest him: he has doubtless learned much that will be extremely useful to him in the discharge of his duties. The journey will probably prove healthful alike to body and mind; it will help to brace him up to encounter further worries and to enter upon renewed struggles with impracticable mandarins in the Chinese capital. He cannot fail to derive good from the change, profit from the experience, and knowledge of local circumstances that will stand him in good stead in future controversies with the Tsungli Yamen. But though there is nothing about the visit of the British Minister to the Treaty Ports and Hongkong which can be regarded in the light of a great or special effort, or that should be looked upon as anything unusual or out of the way, yet as a matter of fact it really is an exceptional event. Few of the predecessors of Sir CLAUDE MACDONALD have ever succeeded in finding their way even so far south as Shanghai, the proud commercial metropolis of China, except when passing through. Still fewer of the Ministers accredited to Peking since the establishment of the Legation there have managed to pay a visit to the Yangtze ports, the West Coast ports, or Canton. This colony has usually been honoured with their presence only for the few hours the mail steamer bringing them out or carrying them home has tarried in port. Most of the Ministers have regarded Hongkong as outside their jurisdiction, and probably considered that the Governor and the Colonial Office were quite competent to look after its interests without much other assistance.

And to some extent, no doubt, such a conclusion is a just one, but there are reasons why this colony should possess a special interest for the British Representative at Peking. The island, lying so close to the mouth of the Canton river, and within a stone's throw so to speak of one of the wealthiest and most populous provinces of South China, by virtue of which position it has become a vast depôt of the trade with China, where Chinese can and do carry on business with perfect freedom from molestation and to their own great enrichment, must inevitably strike a clever diplomatist as being inseparably connected with the Chinese trade, and as meriting all the assistance and support he can give to it. There is good reason to believe that it has so impressed Sir CLAUDE MACDONALD, who undoubtedly sympathises with its struggles and growth, partly owing, possibly, to his former association with it when stationed here as a subaltern in a line regiment some twenty years ago, and partly because he is able to appreciate its importance to Great Britain as a trade centre as well as a coaling station. Hongkong, on his arrival here, en route for his post at Peking, gave him a cordial welcome because its residents believed that he was made of the right stuff and would sturdily champion British interests. Nor has that belief proved a fallacious one. Sir CLAUDE MACDONALD has exhibited a most commendable energy and tact during a period of diplomatic

difficulty, and we have reason to believe that he will prove to have shown no little skill and ability in the recent negotiations which ended in the conclusion of the Burmah frontier Convention, under one of the provisions of which the West River is to be opened to foreign trade and steam navigation. The cession by China to France of the province or district of Kianghung has, it is stated, been compensated for by the rectification of the Burmah frontier and certain concessions in connection with railways and the frontier trade, and advantage was at the same time taken to press for the opening of the West River, which will no doubt while benefitting foreign trade generally also specially benefit this colony. We have therefore to congratulate the British Minister on the work performed, and also upon his breaking with the old traditions of the Legation and coming south to learn by actual observation the state of affairs in the Treaty Ports. By this visit, which we should like to see repeated annually, Sir CLAUDE MACDONALD will be able to put himself in touch with the mercantile communities scattered in China whose interests he represents, and having learned something of their surroundings he will be the better able to grasp the questions which may come before him hereafter in his seclusion at Peking. It was largely due to the isolation from his countrymen in China in which he lived, that Sir JOHN WALSHAM achieved so little during his term of office.

CHINA'S CONDITIONS FOR CONCESSIONS OF TERRITORY.

The dispute which has arisen between the Portuguese and Chinese authorities with reference to the ownership of the island of Dom Joao, although to outsiders it may appear very much in the nature of a storm in a tea cup, is not devoid of interesting and instructive features. In reproducing from the *Echo Macaense* a history of the case we refer to the article as being apparently inspired. We have no authority for so characterising it except the internal evidence, but that appears sufficiently clear. Assuming the suspicion of official inspiration to be correct some importance attaches to the views attributed to China with respect to the conditions on which alone she would be willing to waive territorial rights, these being probably a reflex of those expressed by the Viceroy of Canton in the interview the Portuguese Consul had with him. We are told in one part of the article that China will never cede an inch of territory without compensation, advantage, and preservation of her rights, and, in another part, that if Portugal wishes to secure an advantageous resolution of the delimitation question she must satisfy China that she has no ambition to extend Portuguese jurisdiction and that she will permit no territory occupied by her to serve as a base of operations prejudicial to the Chinese finances or to the security and tranquillity of the Empire. If these expressions are in reality a reflex of the views expressed by the Viceroy of Canton it is probable that His Excellency had present in his mind at the time he spoke the claim of Hongkong for an extension of her boundaries. In this connection it has been suggested that the inquisitorial habits of the Chinese Customs cruisers constitutes a reason for pushing back the frontier so as to preclude any excuse for their presence in Hongkong waters. We do not quite follow the argument, because however far the frontier was pushed back the Customs would

still endeavour to guard it both by land and sea against smuggling. Further, we may be assured that if China were induced or compelled to assent to the extension of our frontiers she would endeavour to make it a condition that adequate measures should be taken for the protection of her revenue. Great Britain on her part could hardly refuse such a condition if the agreement for the cession of territory were arrived at by friendly negotiation. Sir CLAUDE MACDONALD could not very well go to the Tsungli Yamen and say Great Britain desired a cession of territory in order to facilitate smuggling and the defrauding of the Chinese revenue; and on the whole it appears rather unfortunate that any mention of the Customs cruisers has been introduced into the matter, as its effect must naturally be to make the Chinese more intractable.

It is possible—we are afraid to say probable—that the extension of our boundaries has already been set in train by the recently concluded treaty settling the Burmah frontier difficulty. It is only by degrees that the contents of that document are becoming known. At one time it appeared as though the opening of the West River was the only concession obtained as reparation for China's wrongful act in ceding the state of Kianghung. It now appears, by last mail's advices, that there are "certain territorial compensations," including the state of Kokang, and that there are provisions as to the junction of the Burmese railways with any that may be constructed by China in Yunnan and the establishment of new Consulates in that province. The treaty itself, however, had not reached England when the mail left and apparently the Government was not anxious to make a full statement of its provisions. It is possible, therefore, that when it is published it may be found to contain some surprises and that the territorial compensations mentioned by Mr. CURZON in the House of Commons may include provisions relating to the boundaries of this colony. If unfortunately it should turn out that nothing has been done in that matter on the present occasion we are afraid it will be a long time before the colony sees a fulfilment of its desires, for the recent treaty will be taken as a settlement in full of all claims up to date, and, in the absence of unforeseen occurrences constituting a claim for further reparation, it will probably be many years before treaty negotiations are again set on foot. But whether an extension of our frontiers has already been in principle decided upon or whether it is still an event of the future it may be taken for granted that when the actual extension takes place the conditions will not favour the re-establishment of the smuggling trade. Nor, quite independently of considerations of equity and good neighbourship, do we think that that is a matter of regret. The colony has lost little by the blow struck at the smuggling trade by the Opium Agreement and has gained a great deal. It is on honest trade that the colony thrives best. Violations of our territorial waters must of course be guarded against and the proceedings of the Customs closely watched; but the administration of the neighbouring stations by Sir ROBERT HART's great service has been such as to give little real cause of complaint. While on the one hand unauthorized interference with the trade of the colony and violations of her territorial rights are to be rigorously guarded against, on the other hand there ought to be no desire to see the Chinese revenue defrauded of its just dues.

THE SHANGHAI MUNICIPAL COUNCIL AND THE WHEELBARROW STRIKE.

The mistake made by the Municipal Council of Shanghai in surrendering to the wheelbarrow coolies when the latter made a show of violence is the same as would have been made in Hongkong on the occasion of the cargo coolies' strike had not the firmness of H.E. Sir WILLIAM ROBINSON withstood the recommendations made to him by those who ought to have known better. It will be remembered that on the occasion referred to a meeting of the mercantile community was held, convened by the Chamber of Commerce, and the opinion expressed at the meeting was unmistakably in favour of supporting the Government. A committee, supposed to be representative, was appointed to "de-liberate upon this grave question and to put themselves in communication with the Government," but instead of carrying out the latter part of this instruction they placed themselves in communication with the coolies and issued a proclamation which amounted virtually to a declaration of surrender. A second public meeting was promptly held at which the action of the committee was disavowed and condemned, and owing to the firm front maintained by the Government the colony was saved the great disaster that would have followed the adoption of the policy decided upon by the committee—a committee consisting of prominent and responsible men regarded as leaders of public opinion in the colony, but who on the occasion referred to went as far wrong as it would be possible for any public body to do. At Shanghai it is the Municipal Council, a popularly elected body, that has gone wrong, and amongst the whole of their constituents not a single voice is raised in their defence; they stand alone and unsupported in their wrong doing. We are unable to suggest any explanation of the phenomenon of apparently sane and responsible men like those composing the Municipal Council of Shanghai and the committee appointed by the public meeting in Hongkong in 1895 fatuously running on the rocks the ship of which they had charge, the rocks being plainly marked on the chart of experience and common sense by which it was their duty to steer; but the fact remains that in both cases the leaders of the respective communities appear to have been incapacitated for the proper discharge of their responsible duties by some sudden vertigo.

It is noteworthy that at Shanghai the two men who are alleged to have been chiefly responsible for the abject surrender to the coolies are those who were also chiefly responsible for the action that brought about the difficulty. Whether it was expedient to raise the licence fee for wheelbarrows was a moot question. At the Ratepayers' meeting at which the question was decided Mr. MORRISON spoke on behalf of the coolies, but was opposed by both Mr. PROBST and Mr. ALFORD, the present Chairman and Vice-Chairman of the Municipal Council. Mr. MORRISON reminded the meeting that some few years ago when an attempt was made to increase the tax upon wheelbarrows a good deal of trouble arose out of it and the position was exceedingly difficult, and he urged that it was ill-advised on the part of the Council to make the proposed change at this particular moment. "If," continued Mr. MORRISON, "that change were part of a well-considered scheme for the alteration of taxation I

"should not say a word about it, but when I think of the wheelbarrow-men hauling their loads through the streets; when I see them in the hot weather with their false eyebrows kept on to prevent them from being blinded by the sweat from their foreheads, when I remember that they have been paying something like 8 per cent., more or less, upon their income, while most of us have been paying 8 per cent. upon one item of our expenditure, I cannot help thinking that to have singled them out at this particular time for an increase of 50 per cent. is a piece of petty tyranny on the part of this community which is totally unworthy of it." Mr. ALFORD, in reply, urged that the wheelbarrows were a nuisance. As a matter of fact they appear to be a necessary nuisance, being used for the transport of merchandise, but that is a point it is unnecessary to go into. Mr. ALFORD'S view was that it was necessary to keep down the number, which already amounts to five thousand, and that the proposed tax was one that must be put on "for self preservation and the welfare of the community." Mr. PROBST declared that he endorsed every word spoken by Mr. ALFORD and entirely agreed with him. If, then, the tax is necessary for the self-preservation and welfare of the community it ought to have been adhered to; if not it ought never to have been imposed; and in any case there ought to have been no surrender to mob violence. Messrs. PROBST and ALFORD are therefore placed on the horns of a dilemma from which they will find it difficult to clear themselves. And what is to happen in the future? The increase in the tax has not been explicitly abandoned, but simply postponed for three months. If an attempt be made to enforce it three months hence the coolies, encouraged by their success on the present occasion, will be more confident than ever of their power to overawe the Council and the battle will probably have to be fought over again. It would have been better to have got the matter out of hand at once.

THE PROPOSED ROAD ROUND THE ISLAND.

I.
In his letter recommending the construction of a road from Wanchai Gap to Weng-neichong Gap as the Diamond Jubilee memorial General BLACK said:—"Although it would be out of place to criticise the scheme for the construction of a road round the island, the utility of which I readily concede, I take exception to the statements made as to its defensive value, because our troops would move on the inner line, not on its circumference." It is with diffidence we venture to take exception to the opinion of so eminent an authority on a technical point, but it nevertheless strikes us that in the event of an invasion the troops would most likely move on the line by which they could most readily get at the enemy. Hill climbing is fatiguing work for heavily accoutred troops, especially in hot weather; and if the men could reach the required point by a level road they would be in much better fighting trim on arrival. If a road were made round the island it would probably not be long before a tramway would be laid upon it for a considerable portion of its length, which would materially increase the mobility of the garrison and especially facilitate the movement of the guns. It is also recognised that the bicycle is destined to play an important part in the military operations of the future, and with a moderately level road

round the island, or round a considerable portion of it, a bicycle corps would be able to render very good service in the event of an attempted landing by an enemy on the south side of Hongkong. In ten years' time probably every soldier in the British army will be a trained bicyclist, and the proposed road round the island near sea level will then be recognised as a military necessity. It may be objected that the military use of the bicycle is too doubtful to enter seriously into the calculations of to-day. Be it so; but even taking things as they are we contend that a level road round the island would be of material advantage to the garrison in the case of threatened invasion, as it would facilitate the movement of troops and guns from point to point along the south side. It is not specially on military grounds, however, that the community desires to see the road made, but on grounds of general utility. This point General BLACK concedes.

We have already expressed our opinion that the road is not a suitable work to which to devote the public subscriptions to be raised for a permanent memorial of Her Majesty's Diamond Jubilee; but the proposal has certainly been advantageous inasmuch as it has brought to a head and secured adequate expression of the strong opinion that exists in favour of the construction of the road, and we think it may be taken for granted that the Diamond Jubilee Committee will recommend that it should be undertaken as a Government work. There seems to be considerable difference of opinion amongst the engineers as to the cost, but the undertaking is quite a feasible one, and as it will undoubtedly be carried into execution some time a commencement might as well be made at once. Even the highest estimate put forward cannot be regarded as prohibitive, but the tunnel mentioned by Mr. DANBY, but which was not proposed by the promoters of the scheme, might well be allowed to stand over for a time. As contributing to healthful recreation the road would be most valuable, and we believe it would also open up the island for industrial purposes, though on this point we note that Mr. DANBY entertains a contrary opinion. In his evidence before the Jubilee Permanent Memorial Sub-Committee Mr. DANBY said, "he was sure such a road would not open up any manufacturing sites, but he would not like to express an opinion as to whether residential sites would be opened up." This opinion, we think, would have been more accurate if it had been reversed, for we can hardly conceive the possibility of any one wishing to reside on the lower levels of the south side of the island, where the exposure to the sun renders the heat intense; but there is a strong probability of manufacturing sites being taken up. Already there are the Brickworks and the Aberdeen Paper Mill; some years ago salt fields were projected; and at the present time we hear reports of a new enterprise being started near the Paper Mill, for which a reclamation is to be made from the sea. With easier access it appears to us almost a certainty that other enterprises would be started. It is true the villages can be reached under existing conditions either by the hill roads or by water, but a level road round the island would render them much more accessible and could hardly fail to bring the surrounding land into request.

II.

The extent of the difference between Mr. DANBY and the advocates of the proposed road round the island may be measured by

the difference between the ideally perfect and the practically possible. The desideratum is a level road by which the occupants of a carriage, starting from say the Club, could drive out westward and return to their original starting point from the east, via the Shauiwan Road. But, as Mr. DANBY points out in his letter published in another column, there are two sections in the proposed road, one of 0.47 of a mile in length and the other of 1.13 miles, which would be too steep for horses to trot up and down. Then, we would say, let them walk. Anyone who has enjoyed the pleasures of coaching in the English Lake District will remember the exceedingly steep gradients of some of the roads, which necessitate the passengers getting out and walking in order to relieve the horses; but who would forego the pleasure of the trip on account of the disadvantage of having to walk a bit here and there? It is true that in the summer climate of Hongkong walking up hills would be considered rather a more serious matter by carriage passengers than it is in England, but still we think the universal verdict of the community will be that if we cannot have an absolutely perfect carriage road we should at least have the best we can get. And after all the gradients would not be so excessively formidable. The Pokfulam Road, though in places it may not be safe for carriages to proceed at a trotting pace, is nevertheless quite practicable for a walking pace, and that without the passengers dismounting. The proposed new road, according to Mr. DANBY's figures, would not be quite so steep on its greatest gradient as the Pokfulam Road, the latter in its steepest part being one in ten, whereas the new road in its steepest part would be one in twelve. Mr. DANBY says the Pokfulam Road is impossible for bicycles, but there are various riders in the colony who would dissent from that statement, seeing that the whole distance has been covered without dismounting. The vast majority no doubt have to push their machines up a good part of the road, but that does not deter them from using this route as a variation to the Shauiwan and Happy Valley Roads, and there can therefore be no doubt that they would accept the proposed road round the island as a great boon and make extensive use of it, notwithstanding that in one portion of its length they might have to negotiate, either by pushing or pedalling, a gradient of one in twelve. From the pleasure point of view, therefore, the arguments are all in favour of the new road. Turning to the strictly utilitarian side of the question, the arguments are equally strong. Mr. DANBY says he has no wish to throw cold water on the scheme, and, in fact, instead of having done so, he has advanced what seems to us one of the strongest possible arguments in favour of promptly carrying it out. He says that any Inspector of Police who has been stationed at Stanley during the south-west monsoon will tell us that during the greater portion of this period all the villages on that side of the island (east of Aberdeen) are practically deserted by junks and fishing boats owing to the strong gales and heavy seas blowing right up the bays, making it almost impossible for vessels of any kind to anchor. If, then, communication by water is difficult during a great portion of the year, surely every endeavour should be made to improve the communication by land. This argument alone ought to determine the Government to carry out the scheme. As to the opening up of manufacturing sites, it seems hardly necessary to labour that point. The road is required to meet existing conditions; if

subsequently it leads to the establishment of manufactories, so much the better, but the assumed improbability of its doing so is no argument for not proceeding with the work. It may be pointed out, however, that the advantage of roads is not to be measured solely or principally by the use made of them for the carriage of goods, but rather by the facilities they offer for passenger traffic. We may take as an example the road to Hunghom, which is not used at all, or very slightly, for the carriage of goods, but the immense advantage it is to the village may be gauged by the amount of foot and ricksha traffic to be seen upon it. The wonder is how the village got on so long without the road, and it is not surprising to be told that since its construction property there has increased three times in value. Possibly other circumstances as well as the road have contributed to this increase in value, but the road, we opine, has been the main factor. A road round the south side of the island, though it might not increase the value of land there to the same extent as the value of land at Hunghom has been increased, would tend in that direction. We agree with Mr. DANBY that the work is one to be executed by the Government rather than by public subscription, but we think the Jubilee Committee will fail in giving effect to the desire of the community if they do not take advantage of the opportunity to make the strongest possible recommendation to the Government to put the work in hand forthwith. The recommendation would probably not be unfavourably received, for although so far as is known no formal decision has been arrived at by the Government, we believe we are correct in saying the construction of the proposed road is "as good as settled" in principle. An urgent recommendation by the Jubilee Committee would probably help to expedite the translation of principle into action and result in giving us the road now instead of some ten or twenty years hence.

RESIGNATION OF THE GOVERNOR-GENERAL OF THE PHILIPPINES

We are indebted to Senor de Navarro, the Spanish Consul, for a copy of the following telegram received from Lieutenant-General Lachambre, Acting Governor-General of the Philippines:—

Manila, 15th April, 1897.

The resignation of General Polavieja on account of ill health having been accepted, he embarked to-day, handing over the command to me.

ADDRESS TO SIR CLAUDE MACDONALD BY THE CHINA ASSOCIATION.

Sir Claude MacDonald met the Committee of the Hongkong Branch of the China Association on the 20th April when the following address, which was subsequently circulated for signature by the general body of members, was presented to His Excellency:—

To His Excellency Sir CLAUDE MAXWELL MACDONALD, K.C.M.G., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in China.

Your Excellency.—The Members of the Hongkong Branch of the China Association desire to avail themselves of the opportunity afforded them by your passage through Hongkong to offer you their most hearty thanks for your exertions in obtaining from the Tsungli Yamen the very explicit and very satisfactory declarations as to the rights of British subjects conveying goods under Transit Pass into and from the interior of China, recently made public in the Proclamations of the Provincial Authorities of the Kwangtung and Kwangsi provinces, and to congratulate you on having brought to

a successful conclusion the long protracted negotiations for the opening of the West River, and for having completed and signed the Convention, now awaiting ratification, embodying that among other valuable concessions.

They have also to express their extreme gratification at finding that Your Excellency approves of and is giving effect to the suggestion so frequently made in the past by the British communities in China that Her Majesty's Minister should occasionally visit the Treaty Ports and hear, see, and investigate for himself; and the Members of the Association most earnestly hope that this may not be the last time they shall see you in Hongkong on your way to and from the Southern Ports, but that it is only the first of a regular series of visits to be made periodically by yourself and your successors at Peking.

It is of happy augury that Your Excellency has in the first years of your residence in China brought to a successful issue so many questions of importance so long under consideration, and the Members of the Association feel assured that the result of your exertions in opening up the trade of South China will be as satisfactory to the mercantile and trading community as it must be to Her Majesty's Government.

If the Association may be permitted to add to their congratulations and good wishes one word of suggestion it would be to submit for Your Excellency's consideration that until some arrangements have been made for the immediate investigation on the spot of all disputes and difficulties that may arise in connection with the West River trade, either by the establishment of mixed tribunals or otherwise, and for a speedy settlement of all claims locally, the trade cannot be conducted as smoothly and as profitably as it ought to be, and will fail to expand in anything like due proportion to the extent of country nominally opened up.

Wishing your Excellency every prosperity, we remain, your Excellency's most obedient humble servants,

(Here follow signatures.)

PLAGUE AND RESTRICTION OF CHINESE IMMIGRATION.

A Gazette Extraordinary was issued yesterday afternoon containing the following proclamation by H.E. the Governor:—

Whereas by section 1 of Ordinance No. 5 of 1895, entitled An Ordinance to enable the Governor in Council to restrict the immigration of Chinese into the Colony and for other purposes in connection therewith, it is enacted as follows:—"Whenever the Governor in Council shall be satisfied that the bubonic plague, cholera, small-pox or such other disease as may from time to time be notified in the Gazette, is prevalent or exists in any other port or place, and that there is danger of the introduction of the same into the Colony unless measures are taken to prevent the influx of Chinese, the Governor in Council may from time to time by proclamation under his hand, published in the Gazette, prohibit or regulate the immigration or importation into the Colony of any Chinese from any such port or place for such time as he shall think fit, and may from time to time by notification in the Gazette renew or revoke such proclamation."

And whereas the Governor in Council is satisfied that the bubonic plague is at present prevalent at Swatow or its immediate vicinity and in the Island of Formosa, and that there is danger of the introduction of the same into this Colony unless measures are taken to prevent the influx of Chinese from Swatow and the said Island of Formosa,

Now, therefore, I, Sir William Robinson, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same, in pursuance of the powers vested in me in Council by the said section, do by this proclamation under my hand in Council prohibit from this date and until further notice the immigration or importation into this Colony of all Chinese from Swatow and the said Island of Formosa.

F. J. BADELEY,
Acting Clerk of Councils.

THE CHINESE POSTAL SERVICE.

MEMORIAL FOR ITS ABOLITION BY THE VICEROY OF CANTON.

The following is a translation of a memorial presented to the Throne by H.E. Tan Chung-lun, Viceroy of Canton:—

Although the postal service is in itself a trifling thing, it bears rather hardly upon the people. A good many complaints have been raised respecting it, its existence is quite against the law, and the revenue derived from it is insignificant. Out of consideration for the convenience of the people, I humbly beg Your Majesty to exercise your power to abolish it. The postal service was allowed to be established on the recommendation of the Tsungli Yamen. It is under the direction of the Commissioners of Customs at the Treaty ports, and all the regulations, which are modelled after those of foreign countries, were framed by Sir Robert Hart. When the regulations were brought into effect at the beginning of the first moon, the feeling of the people was much excited and many merchants went to the various Yamens to ask the officers to abolish the service. It has been decided that every letter not exceeding two mace and five candareens is to be charged two cents as postage. Such charge, I admit, is reasonable, but the postage for a letter weighing two mace and six candareens is to be increased to four cents, and if there is more weight more postage is to be charged. This additional charge is not moderate. Moreover, people often quarrel about the balance, which might be improper, and they often make a great disturbance when an exchange between copper coins and silver coins takes place, for they dispute about the weight and the market value of the silver coins. People were formerly allowed to deliver letter and transact business at their own convenience and for their own benefit, but now if one letter is smuggled a cruel fine of fifty taels is imposed and if a letter which contains articles other than the letter is discovered a fine of five hundred taels is imposed. A person of the lowest class being fined fifty taels or a person of the middle class five hundred taels would be alike ruined. There has been no such oppressive law for the last two and a half centuries. The money derived from the fine is to be granted to the excise officers as a reward. The excise officers will therefore pay great attention to the searching of personal baggage for illicit letters, and the passengers, seeing their things scattered about, become very angry, and the Canton people, being notably pugnacious characters, a serious disturbance resulting possibly in loss of life might easily occur. As the Commissioner under whose direction the postal service is is a foreigner, and if the people get so angry as to stir up trouble, the local officers would find it difficult to protect him. Thus not only is the revenue hampered, but there is likewise great danger to the public peace. I know China is much embarrassed in her financial affairs and there are many debts outstanding. We ought to exercise our utmost power therefore to raise money. If we could create a new source of revenue which would bring in one hundred thousand dollars or more a year it might be of some use, but the revenue derived from the establishment of the postal service is paltry.

During the first moon the postal revenue collected in Canton amounted to only 1,070 dollars, in Chin-chow to 290 dollars, in Pakhoi to 130 dollars, and in Kin-chow to about 100 dollars, the total sum being only about 1,500 dollars. The busiest places in China are Shanghai, Hankow, and Canton. If the postal revenue in Canton is so small, the amount collected in the other places can be easily estimated. China has hitherto treated the people with kindness and often hundreds of thousands of dollars are distributed to the sufferers from famine or other distress. Though China is now in great want of money, yet it is useless to care for such a small revenue as that derived from the postal service, which causes great inconvenience to the people. If that small sum of about ten thousand taels per annum derived from the

postal service must be regarded as an indispensable addition to the revenue, I beg to promise that I will do my best to find by some other means a sum equal to that amount, so that the revenue will be the same without the postal service.

COMMITTED TO PRISON FOR CONTEMPT OF COURT.

In the Supreme Court on the 15th April Hon. T. Sercombe Smith (Acting Puisne Judge) gave judgment in an action in which Sunder Singh sued Chenk San Hop and another for \$700 due on a promissory note. Mr. J. Hastings represented the plaintiff and Mr. G. C. C. Master appeared for the defendant. His Lordship said:—The case for the plaintiff was that, on the 12th August, 1895, the defendant Chenk San-hop signed with the name and chopped with his chop, San-hop, Tsang-kee, a promissory note for \$700; that it was orally agreed that interest at the rate of 3 per cent. a month should be chargeable; that the contents of the note, which was written in English, were explained to defendant by a solicitor's clerk; that a sum of \$679 in notes and silver dollars passed from the plaintiff to the defendant; that the plaintiff, the defendant, an Indian watchman called Mana Singh, in the employ of the Sanitary Board, and the solicitor's clerk who wrote the promissory note were present at the making and signing of the note, which was witnessed by Mana Singh and the clerk; that the defendant produced the blue paper on which the note was drawn up; that defendant had regularly paid \$21 a month as interest until two months ago; that this action was brought because defendant made default in paying interest; and that the difference between \$700 and \$679 was retained as interest for the first month. The case for the defendant was that he signed and chopped the above promissory note under the impression that it was a note for \$100 in renewal of a promissory note for \$100 once made by his now deceased mother to Mana Singh; but Sunder Singh, the plaintiff, was not present at the time of the making of the promissory note; that he took the promissory note made by his mother to Mana Singh, who tore it up; that, when the promissory note now sued on was explained to him, he was told that it was a promissory note for \$100; that Sunder Singh's name was not mentioned and that a sum of \$700 was not referred to; that he did not bring the blue paper on which the note was written and did not have the paper stamped; that he has paid to Mana Singh interest at the rate of 4 per cent. a month on \$100, such interest being credited to Mana Singh in the monthly milk account rendered by defendant, who supplied Mana Singh with milk. In addition to pleading the general issue, defendant gave written notice of two special defences, viz., fraud and want of consideration. The law would not presume fraud, but does presume that consideration has passed upon the making of a duly drawn up promissory note. The onus was therefore on the defendant, who did not deny his signature and chop, to prove that this promissory note drawn up in due form was obtained by fraud and was made for no consideration. Had he discharged this onus? The narrative of the plaintiff and his witnesses constitutes a well devised mosaic of complicated detail in which it appears difficult to detect a flaw. So far as could be ascertained, a uniform pattern was obtained. But the foresight of even crafty Indians and unscrupulous solicitor's clerks has a horizon; and the horizon in this case had been too limited. The source of that piece of blue paper was not sufficiently skilfully arranged for; that piece of blue paper is the cloud no smaller than a man's hand which has formed into a rain-cloud and obliterated with its deluge the colours of the mosaic. His Lordship did not believe Sunder Singh and Mana Singh when they said that defendant produced the piece of blue paper, and he did believe defendant's denial on this point. Judgment would be for the defendants and under section 23 of Ordinance 12 of 1893 Sunder Singh and Mana Singh would be committed to prison for three months for contempt of court. A stay of judgment was granted on the application of Mr. Hastings, on security for appearance being given.

THE TERRITORIAL DISPUTE BETWEEN PORTUGAL AND CHINA.

THE ISLAND OF DOM JOAO.

We translate from the *Echo Macaense* the following article, which appears to bear some evidence of official inspiration:—

We congratulate ourselves and our fellow-citizens on the amicable termination of the dispute between the Government of Macao and the Viceroy of Canton with reference to the island of Dom Joao. The incident, which at first appeared to possess no importance, came near disturbing the usual tranquil monotony of our life. Thanks, however, to the prudence of the two Governments a solution satisfactory to both parties has determined a conflict which for a time became critical. It will be convenient to give an outline of the history of the case.

Although Portugal was the first European nation to establish colonies on the coast of China, although amicable relations existed between the two Governments for three centuries and the Portuguese flag had flown over the fortresses of Macao for more than three hundred years, it was only in 1887 that for the first time a treaty was signed between the two Governments. The Lisbon protocol of the 26th March, 1887, was the first document signed by a representative of the Imperial Government of China in which "China confirms perpetual occupation and Government of Macao and its dependencies by Portugal, as any other Portuguese possession." But neither this document nor the treaty of friendship and commerce which followed it defined what were the dependencies of Macao the occupation of which China confirmed and which Portugal promised never to alienate without China's consent. This was a difficult point that was within a hairsbreadth of wrecking the laborious and prolonged negotiations that commenced at Macao between His Excellency Thomaz de Sousa Roza and Sir Robert Hart in 1886, were afterwards continued at Lisbon, where the protocol was signed, and then transferred to Peking. After a tedious delay of five months with the Tsung-li Yamen the Portuguese negotiator got over the difficulty by yet postponing for further negotiation the delimitation of Macao and its dependencies. Accordingly Article 2 of the treaty was worded as follows:—

"China confirms in its entirety the second article of the protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal."

"It is stipulated that Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries, which shall be determined by a special convention; but so long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties."

In view of this article it was evident that the island of Dom Joao, which was one of the dependencies of Macao claimed by Portugal, should continue as it then was without alteration. But the treaty having been signed on the 1st December, 1887, China in February, 1888, disturbed the *status quo* agreed upon by ordering the construction of a guard-house on the island of Dom Joao for the accommodation of half-a-dozen Chinese soldiers told off to be stationed there. The Government of Macao energetically protested against this at the time, an officer being sent to the Viceroy of Canton on the subject by the Secretary-General, then Acting Governor, Senhor Costa Duarte, but nothing was done.

Years passed without anything fresh occurring, but during the administration of H.E. Senhor Horta Costa, in January, 1896, the Chinese soldiers of the guard on the island of Dom Joao began to cause annoyance to the villages of the island opposite Taipa Fort, disturbing the tranquillity of these poor people, who were accustomed to look to the protection of our soldiers whenever they were attacked by the pirates who infest these districts. It was then, and when there were also rumours that the Germans intended to annex the island of Lappa, that the Governor of Macao thought it prudent

to send to the island of Dom Joao a small detachment of Portuguese soldiers, for whose accommodation a house of small dimensions was erected.

This action on the part of our Government cannot but be approved, seeing that the Chinese Government was the first to disturb the *status quo* with respect to this island and that its "braves" had commenced to disturb the peaceful villagers who had established themselves under the protection of our fort. Especially was it important that in case of any other nation casting covetous eyes on the island they should find in this small detachment of Portuguese soldiers an evident proof that Portugal had not abandoned her claims to the island as a dependency of Macao.

It was not long, however, before a protest came from the Viceroy of Canton, who has since maintained a steady correspondence with the Government of Macao on the subject. The principal if not the only basis of this protest was Article II. of the treaty, the Viceroy ignoring the fact that it was one of his predecessors who first disturbed the *status quo* agreed upon.

The public of Macao was completely ignorant that such a grave question was pending between the two Governments, and great was the surprise when the report spread that the Viceroy of Canton had officially announced to the Council of Government that he was about to establish a military occupation of the island of Dom Joao. It was then that the public commenced to occupy themselves with the question, foreseeing the possibility of grave inconvenience and indignity being sustained on account of an island almost deserted and which possesses no actual importance.

Happily the Council of Government, consisting of the Judge, Dr. Alvaro Fornellos, the Secretary-General, Dr. Alfredo Lello, and Lieut.-Colonel Prophyrio de Souza, was able to deal with the difficulty which had arisen and secure a solution acceptable from all points of view. It was Dr. Lello who undertook the direction and principal responsibility of the delicate negotiations.

On the 1st of the present month the Viceroy of Canton received in audience the Portuguese Consul at Canton, Senhor Callado Crespo, and this gentleman, who was assisted by Senhor Carlos da Rocha Assumpcao as interpreter, in a long conference of two hours was able by his patience, prudence, and good tact to arrive at an agreement to the effect that on the 5th inst. the two detachments, Portuguese and Chinese, should be simultaneously retired, leaving the island in the condition it was before the signature of the Portuguese-Chinese treaty. This was a solution which both Governments could accept, being a loyal observance of the international compact providing for the *status quo*.

On the 5th inst. the agreement was carried out in the presence of delegates of the Government of Macao, namely, the Chinese interpreter Senhor Carlos da Rocha Assumpcao and Captain Canavarro, Military Commandant of Taipa, as the Portuguese representatives, and the civil mandarin Li, Sub-Prefect of Chinsan, and the military mandarin Lai, Captain of the garrison of Chinsan, as the Chinese representatives. At three o'clock, on the sound of three blasts of the whistles of the launches that had brought the delegates of the two Governments, the Portuguese and Chinese detachments embarked and left the island, on which there are now no soldiers.

Thus was concluded a difficulty which caused some anxiety to the inhabitants of this colony on account of the imminent peril of a collision between the Portuguese and Chinese soldiers had the island been militarily occupied. But if on this occasion, thanks to the good sense of the Viceroy of Canton and to the tact and prudence of the officers charged with the Government of Macao, principally the Secretary-General, whose services on this occasion were invaluable, it was possible to avoid a time a grave imminent peril, it would not be prudent to always count on pacific and satisfactory solutions of incidents of this nature, and it is therefore important that our Government should take steps to settle this question of delimitation as speedily as possible in order that there may disappear

a doubtful situation that may at any time give rise to friction.

It is certain that Portugal is not influenced by political designs nor by commercial considerations in her determination to preserve the city of Macao as a Portuguese possession. It is only as a historical monument, as a memorial commemorative of the brilliant epoch of the old Portuguese navigators, that Portugal appreciates the importance of Macao; and it is from this point of view that Portugal would not spare force to maintain inviolate her right upon this small plot of earth.

If this question of delimitation is to be advantageously resolved the Portuguese Government must be able to convince the Chinese Government upon two important points, which are: (1) That Portugal is not influenced by territorial ambition and has no ulterior intention of extending her jurisdiction in the neighbourhood of Macao; and (2) that Portugal will not permit any territory occupied by her in these latitudes to serve as a base for operations prejudicial to the Chinese revenue or the security and tranquillity of China. It is also necessary, in order to facilitate the mission of the Portuguese negotiator, that public opinion should not be inflamed by illusions and exaggerations, for there is no doubt that China will not give a friendly hand nor an inch of her territory without compensation, advantage, and preservation of her rights. It is therefore important that in this matter good sense should prevail over the ebullitions of a blatant and ill-informed patriotism.

In any case it is certain that Portugal desiring to preserve Macao as a Portuguese possession, it is desirable that there should be a well defined international understanding as to its position in order to avoid surprises and unexpected perils. Portugal is too fully occupied with her vast possessions in Africa—where lies the future of the Portuguese nation, and where the difficulties she has to encounter to maintain her dominion, her prestige, and her important national interests are not few—to be able to devote her attention perpetually to the petty questions of Macao. It appears to us therefore that it would be well to settle the delimitation of Macao speedily, with such advantages as it may be possible to obtain, thus terminating a dispute which has already lasted longer than it ought to have done, considering its small national importance for Portugal.

PUNJOM MINING CO., LIMITED.

A general meeting of the shareholders in the Punjom Mining Company, Limited, was held at the Company's office, 9, Praya Central, yesterday, convened by the directors to elicit an opinion from the shareholders as to the raising of additional capital or the reconstruction of the Company. Mr. D. Gillies presided and amongst those present were Messrs. W. R. Duxley, J. H. Lewis, C. A. Tomes (Directors), T. Blamey (Manager), J. B. Duncan (Secretary), S. B. Bhabha, E. W. Terry, H. Ruttonjee, S. A. Joseph, M. B. Polishwalla, J. S. Perry, W. Parlance, Hart Buck, F. E. C. Georg, O. Wegener, Wong Wing, D. S. Silva, T. F. Hough, C. Schwencke, W. A. Duff, W. K. Hughes, F. J. V. Jorge, J. R. Michael, Captain Tillet, G. Murray Bain, D. Warren Smith, G. C. Cox, E. Vaid, K. Eduljee, G. S. Joseph, Captain Wyley, A. H. Mancell, J. S. Hagen, F. M. de Graca, M. Ally, O. Von Der Heyde, P. Witkowski, J. M. E. Machady, F. Mahomed.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN—Gentlemen, before addressing a few words to you in connection with the object of our meeting to-day I will ask Mr. Blamey to read his report. I am sorry that this report was not circulated amongst the shareholders earlier. It was intended that it should be out by Friday, but I am told it has not yet come to the hands of some of the shareholders. In that case I am very sorry and think it might be advisable that Mr. Blamey should read his report now and I hope you will give it your earnest attention.

Mr. BLAMEY then read his report, dated April 14th, 1897, as follows:—"Dear Sir,—As the Directors wish to be advised regarding the expenditure at the mines in the near future and

the returns from the work carried on there for some months to come, and also desire that I give my opinion touching our prospect of being successful eventually, I have determined to write you this report, and in dealing with the first named I do not propose to go into details. I will take the month of January of this year as a basis, and for the purpose of comparison. In round numbers the expenditure for that month was \$15,899.00. I have gone into the various items of which this amount is made up, and find that with the altered condition of things this can be reduced by \$2,100 in native labour alone. A further saving of about \$1,100 per month can be effected by reducing the European staff and without seriously impairing its efficiency, but as I have already indicated the direction in which this can be done, I leave the matter entirely with the Directors. Still further reductions, both in European and native labour, can be made later on if it be found absolutely necessary, but bearing in mind that gold must be won in fairly large quantities, I do not think it would be wise to attempt them just now. (For, after all, saving is only of secondary importance, the main thing being revenue and the establishing of the fact, or at least the probability, that the source from which it is derived is likely to be permanent.

"Touching the amount of revenue to be got from the mine above the 200 ft. level, and until such time as the reef has been struck and opened for producing ore at the 300 ft. level, one is almost afraid to hazard an opinion, especially after reading the advices lately sent from the mine. For if, as Mr. Phillips says, 'the upper stopes are almost exhausted and will be quite so within the next three months, and the chute of gold found to the west of the new shaft is an unknown quantity,' the outlook is far from bright. I do not quite agree with him in this matter, however; true, the stopes may be poor, but then they have been this on many occasions hitherto. As to the chute of ore found to the west of the new shaft, I can only say I have seen very rich ore (specimens in fact) taken from it by Mr. Phillips himself, and that seeing that it is to the west and north of any ore found hitherto at this level, is defined between clay slate walls, is highly mineralized, and is fully 6 ft. wide in places, I shall be greatly disappointed if it does not turn out of real value to the shareholders. It may take say two months longer to get this point opened and in proper order for producing ore in quantity, but I have no hesitation in saying that in my opinion it will do so directly, and this, too, at and above the 200 ft. level. And seeing that the ore on this chute is better than has been seen on either of the other chutes it augurs well for its being payable at the 300 ft. level when found there. Whether an output of gold equal to \$12,000 per month can be produced and maintained during the next three months or not, I could not undertake to say, but in my opinion it will be found to average that amount, and I shall be disappointed if for the succeeding three months it does not exceed it.

"After the many disappointments experienced in Punjom and the repeated holding out of hopes to the shareholders which have not been realized, one has naturally a great hesitation in again giving an opinion on this question. If we have erred, however, it has been in good company, for some of the greatest authorities on mining have not been more fortunate or more often right in their conclusions. To me there is but one way to account for the falling off in value in our ore at Punjom as depth is attained, and in this even I cannot give the reason any more than can other men than I who have tried to solve the problem.

"I only know that in some districts in Australia (and I believe in other gold producing countries, too) there are poor zones in which the reef becomes too poor even to pay the cost of crushing, and this, too, notwithstanding the fact that they had been rich at and near the surface, and had paid the shareholders many thousands (in some cases hundreds of thousands) of pounds in dividends. The depth at which these poor zones are met with vary in certain districts, but it is a fact worthy of notice that in those traversed by a number of reefs having no connection with each other, the poor ground

is met with at about the same depth in all, or at least most of them. If any one require evidence of this I will ask him to take the case of Maldon, Victoria, Australia, and its gold mines known as the Parkins Reef G. M. Co., the South German Reef G. M. Co., the Derby United G. M. Co., and others. All of these mines were good at the top, but when about 560 ft. had been reached they gave out altogether, so far as paying dividends was concerned.

"To-day they are among the best paying mines in Australia, and that of the South German is second to but three in the whole of Victoria.

"In Bendigo the same thing happened, only in the case of that gold field the poor zone was only reached at about 800 feet from the surface. What will happen at Punjom it is impossible to say, as we are the pioneers and have nothing to guide us. I can only say that having an enormous body of ore enclosed in country rock (clay-slate), reckoned to be second to no other, and carrying all the minerals usually found associated with payable gold, I see no reason why we should despair of being equally fortunate there.

"And it must not be forgotten that the reef where seen to the west of the new shaft at the 200 feet level, although lying at a very low angle, is much better defined than has been that of our reefs where seen in the upper part of the mine. What the striking of payable ore at the 300 feet level would mean I cannot tell you, but with a concession such as this Company has at Punjom it could not fail to greatly enhance its value. The sinking of the August shaft another 100 feet will not cost very much, and whether gold is got to meet it or not (from the mine), I would say do it by all means.

"What the cost of sinking the 100 feet and driving the necessary crosscut to the reef will be will depend greatly on the quantity of water met with and the nature of the ground encountered in sinking the shaft. We have taken more than ordinary precautions with regard to all surface water, and I am hoping we shall be able to sink comparatively dry. In the matter of the ground to be sunk through, I may tell you that a course of fairly good ground has been discovered to the west of the August shaft at the 200 feet level, and that as this has a dip or underlie to the east it should soon come into it. Of course advantage would be taken of this better channel of ground by driving the crosscut at the 300 feet level along its course and so keeping away from the hard ground encountered when driving the crosscut at the 200 feet level. If the circumstances are as favourable as I have reason to hope for, the sinking should be completed within five months from the date of commencing the work, and the crosscut should reach the reef in another three months.

"I think the cost will be about \$1,000 per month, but this estimate does not include the cost of any European supervision other than what is employed down in the shaft, nor the cost of keeping the Robey engine at work, as this would have to be done in any case if work went on.

"I need not tell you that the necessary pipes, etc., including a new 6-inch draw lift and the necessary wind-bore, etc., for the 100 feet of sinking, are now on the mine, and that the Robey engine foundations have been renewed in a substantial manner.

"The upper part of the shaft has been put in good repair and the head gear straightened and put in order.

"We have a fairly good stock of requisites, such as pumps, ropes, steel, mercury, fuse, stamper heads, shoes, dies, shanks, lime, filter cloths, etc., on hand, and hence the expenses for some months should not be very heavy.

"And now I think I should say a few words as to why the changes about to be made at the mines were not adopted earlier.

"I have but little to say, however, further than that having always looked upon Punjom as having a great future before it, I pursued a policy of prospecting wherever there was a chance of success, improving and adding to the plant where practicable, and endeavouring to see that at the end of each month everything was in a better state of repair and in better working order than was the case at the end of the month preceding it.

"Hoping I have not wearied you,—I am, dear sir, yours faithfully,—THOS. BLAMEY."

Captain TILLET—You said in your report that you were going to say a few words as to why a change was not adopted earlier. I fail to see anything in the remainder of the report which points to it.

Mr. BLAMEY—Why it was not adopted earlier?

Captain TILLET—Yes.

Mr. BLAMEY—Up to last November our yields were very good. We were then working a chute of gold in the north of Punjom which turned out to be very satisfactory indeed, much more so than I anticipated when working there some months earlier. I might say that in a place like Punjom, where you have a limited staff of labourers, every labourer should be kept if possible, unless it is absolutely necessary to send him away. The moment you dismiss him he goes straight out of the district and he is gone and you cannot get him back again. We went on hoping that, instead of sending the men away, we should find profitable employment for them.

The CHAIRMAN—I think the report Mr. Blamey has presented to us gives us a very fair idea of the present state of affairs at the Jalis mine. The information is perhaps somewhat vague and indefinite, leaving us very much in the position of "waiting for something to turn up." At the same time you all know that gold mining is one of the most speculative ventures that any man can engage in, being most frequently accompanied with the greatest disappointment, uncertainty, and failure. So far the inventive mind of the scientist has failed to provide us with any hard and fast laws for prospecting and following the true course of the gold-bearing rock, thus leaving the course to follow on the lode entirely to the judgment and experience of the miner. Certainly there are many indications met with daily in the workings which to the eye of the expert miner convey much reliable information regarding the lay of the ground, but unfortunately these signs are not always reliable, but often lead us away from the lode we are making every effort to discover. No one is more competent to give a trustworthy opinion on the Jalis mine than Mr. Blamey, who has been our resident manager for over five years, so that the whole formation of the country rock, the lay and dip of the lode, and almost every foot of the drives and crosscuts have come under his careful observation, giving him a fund of knowledge and experience which well qualifies him to give us the information we so much desire as to our future hopes at Punjom. After reading the report very carefully I am of the opinion that notwithstanding the uncertainty that exists with regard to future developments there is still some evidence of a hopeful nature which fully warrants the shareholders in making another effort to keep the mine going. We never were in a better position than we are to-day, and with the strictest regard to economy, combined with efficiency in the management, I trust that the good fortune which we have struggled so long and so patiently to obtain will before many months be realised. There is another matter with which I think it will be as well to acquaint shareholders before we proceed with the business for which we have met to-day, and that is that Mr. Bailey, a mining expert from America, and the representative of a very large syndicate there, has come to China and Korea to make investigations for the investment of capital in gold mining. He has completed his investigations in the north of China and in Korea and he is now in the Malay Peninsula with a letter of introduction to the acting manager at Punjom. His object in visiting the mine is to report upon the country rock there and to ascertain as far as possible its richness and the probability of finding payable ore in the district. He has heard a great deal about Punjom and he has an idea that if the investigation should be as favourable as he expects it will be from what he has read of Punjom, he has no doubt that on the representations made by himself to the syndicate they will be prepared to make the Punjom Company a very favourable offer for the mine. It is impossible for me to name a sum at pre-

sent, but I think that in the present position of the Company we would not be inclined to accept any sum unless it was a good one. (Applause.) He left Hongkong, I think, about two weeks ago, so that he is now on his way to the mine, and he intends to spend about a month there; therefore in about a month or six weeks hence we hope to hear from him and I trust his report will be a favourable one. There is another matter that probably shareholders are not aware of. The following telegram was received from the mines on Monday, April 19th:—"Have struck a small pocket of ore in the stopes above the intermediate level. Has given 133 ounces."—I presume of pure gold—"Have begun to sink. (P August shaft.) We are suspending operations at Gubau. Driven sixty feet. Advise you to continue sinking." This telegram, I think, is a very important one, and immediately on receipt of it we sent a telegram to the mine asking for information regarding the position of that part of the mine in which a pocket had been found. Mr. Blamey informs us that if it lies to the north it means a very important find to the Company.

Mr. BLAMEY—It might be, Mr. Chairman.

The CHAIRMAN—It probably will?

Mr. BLAMEY—Yes.

The CHAIRMAN—It is a very important find to the Company. Even if it is to the south there is still a large amount of rock there that might possibly yield a large amount of gold. Finding a pocket of that kind is a very hopeful feature for us. It was found on the 110 feet level—above the intermediate level—and I think it indicates that in all probability there is a large amount of rich rock in the neighbourhood of this pocket. However, that is more or less conjecture, but from what we have found there on former occasions I think we are almost safe in drawing that conclusion. Perhaps it might be as well, before discussing the business for which we have met to-day, if I gave shareholders an opportunity of asking any questions regarding the mine or the working, and I shall be very glad to answer any questions as far as I possibly can, and Mr. Blamey, I am sure, will be very glad to afford you any information that lies in his power. (Applause.)

Captain TILLET—I think I may remark that the majority of shareholders with whom I have had conversation are distinctly dissatisfied. The management has been going on for five years and the result that we have arrived at to-day has caused a good deal of dissatisfaction. For five years we have been going on in this way and now we are next door to being landed in bankruptcy, and from time to time the expectations that have been held out have always fallen to the ground.

Mr. BLAMEY asked the shareholders not to spare him, but to criticise him on the report of the private meeting which was held on the 16th March. There were criticisms there which he would very much like to reply to.

Mr. Cox thereupon suggested that Mr. Blamey should be invited to reply to the criticisms.

The CHAIRMAN agreed with the suggestion and said that whatever Mr. Blamey said would be of interest to the shareholders.

Mr. BLAMEY then replied to the criticisms, which chiefly referred to the increase of expenditure since October, 1895. This increase Mr. Blamey pointed out was to be anticipated owing to the introduction of new plant, including the calcining and cyanide works. He had been managing mines for the last twenty-five years, had never been charged in his life, and if anyone wished to know anything about him application could be made to former employers in Melbourne and London. He then read a long report, dated 9th April, in which he showed that the expenditure could be reduced by \$2,100 without in any way interfering with the efficient working of the mines.

The CHAIRMAN—There is one remark of Mr. Blamey's that I would like to refer to, and that is in regard to his letter of November which called the attention of the Board of Directors to the falling off in the quality of the ore. It is true that the attention of the Board was called to the falling off of the ore, but at the same time if you

refer to the returns for November you will find that the return of gold in that month was \$23,000. That certainly was a falling off as compared with the September returns, but it was a very favourable return taking the average throughout the year, and if the information in Mr. Blamey's letter had been perhaps a little more defined in all probability we should have reconsidered the matter of paying a dividend. Certainly on the receipt of this letter we discussed the matter, but seeing that we were getting \$23,000 as the return from the mine we thought the falling off was not very serious. There is another matter which I would like to refer to, and that is the great expense incurred in the construction of the calcining plant. I do not think the expense of erecting calcining plant is very great; at all events the expense would be limited to a month; nor do I think the cost of calcining is expensive if we except the cost of firing; but this calcining process has been going on for at least a year and the large expense only took place about the middle of the year. The expenditure has increased steadily from January to September and October; then there is a decrease in November and December, so that the increase cannot be entirely accounted for by the extra amount of labour required for the calcining and cyanide processes. I think that with the economies Mr. Blamey proposes to effect in reducing our monthly expenses to somewhere in the neighbourhood of \$12,000 we may safely look to the future with great confidence. \$12,000 is a very large reduction, but from the information I have got from Mr. Blamey I am very sanguine that this can be effected without in any way affecting the efficiency and the output of the mine. (Applause.) If the mine continues to yield anything like what it did in the early part of the year we shall certainly be able to pay our way, and I think the developments that have now taken place may well lead us to hope that in the near future we shall be able to find the gold for which we have been looking such a long time. Several times we have been in great straits at Punjom, and just in the nick of time we have come across a chute of rich ore which has tided us over our difficulties. I hope we shall be able to do better than this and that we shall find a defined lode that will be lasting and profitable, and then I need hardly say our troubles will be over.

No further questions were asked at this point and the CHAIRMAN said—I now propose that we proceed to the matter for which we have met together, that is, to adopt a scheme to increase our capital. As you are aware, the funds of the Company are now at a very low ebb and to avoid the possibility of disaster I think it will be well to have a little more money in hand. I have my own ideas with regard to what would be the most advantageous method of getting the money, but I shall be very glad to hear what shareholders have to say in the matter. There is no doubt it will be a matter of considerable difficulty to some of the shareholders, but as it is imperative that we should get money, I think we should put our heads together to frame a scheme which will be least burdensome to shareholders and at the same time most effective in attaining the object we have in view.

Captain TILLET suggested that it would be better for the Board to formulate a scheme.

The CHAIRMAN said that whatever scheme was adopted it had to go before an extraordinary meeting. The scheme he suggested at the last meeting was that of raising the capital by the issue of 20,000 shares of the same value as the present shares, \$4 each. That would be a simple way of getting money, but he was afraid it would not succeed. The scheme he preferred was to reconstruct the Company and to issue 60,000 shares of the value of \$6 each, giving to the shareholders new scrip of the value of \$4 and leaving \$2 to be called up at such time as the Directors thought necessary. Of course \$1 would have to be called up on allotment. With this sum the preference shareholders could be paid off and there would be enough money in hand to carry on the business of the Company. There would be no trouble in thus raising the money, as the shares must either be taken up or forfeited. The cost of reconstruction, he thought, would not exceed \$500.

After some discussion respecting the position of preference shareholders,

The CHAIRMAN proposed "That the Company be reconstructed and that the new Company take over the assets of the old Company, including the preference shares of \$30,000, and that new scrip of the face value of \$6 be issued to every shareholder, \$4 being paid up and \$2 to be paid up at such times as the Directors might find it advisable."

Mr. GEORGE seconded the resolution.

Mr. WARRES SMITH said the preference shareholders looked at it in this way. At present the preference shares were equal in value to one-fourth of the ordinary shares, and if new shares were issued they would be reduced to one-sixth.

The CHAIRMAN, after a few further remarks, was about to put the resolution, when Mr. BAIN proposed and Captain TILLET seconded the adjournment of the meeting until Saturday in order to give the shareholders a better opportunity for considering the resolution.

Mr. PARLANE proposed and Mr. JOSEPH seconded an amendment that the meeting be continued.

The amendment was then put and carried.

Mr. Cox asked whether the Board had taken legal advice as to the reconstruction of the Company. Why not save expense by passing a special resolution reducing the capital and making a call equivalent to the amount of the reduction, as was done the other day by the New Balmoral Company?

Mr. GEORGE said Mr. Cox was incorrect in describing the new capital of the New Balmoral Company as a call; preference shares were issued.

The CHAIRMAN said legal advice would be taken before the extraordinary meeting was held, and if the suggestion made by Mr. Cox could be carried into effect it would be worth considering at the next meeting. The CHAIRMAN added that he would tack on to his motion the words "or adopt such other scheme for increasing the capital as may be thought fit by the shareholders."

Captain TILLET asked if the Company would have to be wound up.

The CHAIRMAN said yes, but if the idea of Mr. Cox could be adopted reconstruction would be unnecessary.

Mr. HOUGH then proposed "That this meeting supports the scheme of the Chairman so far as raising additional capital is concerned, leaving it in the hands of the present Board of Directors to formulate a scheme in detail and present it to the shareholders at the extraordinary general meeting."

The CHAIRMAN—I may as well mention that as I am the only member of the Board in favour of the reconstruction, I think it will be better if you proceed on the lines proposed by Mr. Lewis, that is, the issue of 20,000 new shares of the same value as the shares now in existence. There is no use in leaving the matter of reconstruction to another meeting, because I am the only member of the Board who is in favour of reconstruction, and as this would necessitate my leaving the Board—"No"—I think it is as well I should inform you now. I certainly feel convinced that the Company will never get the money by the issue of ordinary shares at \$4.

Mr. WARRES SMITH thought the Company did not want \$120,000, the amount which would be received under the scheme proposed. He proposed the issue of 60,000 shares of \$1 each, to be called the second preference shares.

The CHAIRMAN said he thought the issue of another lot of preference shares would not be taken up, because the present preference shareholders had the first lien on the property and if the Company were wound up there would be very little for the second preference shareholders.

Mr. WARRES SMITH said if the preference shares were not taken up then the ordinary shares would never be taken up.

The CHAIRMAN then took the sense of the meeting and the scheme for reconstruction was carried.

Mr. WARRES SMITH then proposed his resolution, which was seconded by Mr. HART BUCK.

This resolution was put to the meeting and lost. The proceedings then terminated.

NORTH CHINA INSURANCE CO., LIMITED.

The following is the report for presentation to the fifth ordinary general meeting of shareholders to be held at the offices of the Company, Shanghai, on Tuesday, 27th April:—

The directors beg to lay before the shareholders the annexed duly audited statement of accounts to 31st December, 1896.

1895.—In accordance with the resolution passed at the last ordinary general meeting, the accounts of this year have now been closed by the transfer of Tls. 22,628.45 to liability account; Tls. 132,441.34 having been distributed in payment of a dividend of 10 per cent. upon the paid-up capital, and a bonus of 10 per cent. on contributory premiums.

1896.—It is disappointing to have to report that the business of the past year has proved unfavourable and that the result precludes the payment of a bonus to contributors.

The balance of the working account amounted to Tls. 376,518.51 on the 31st December. Since that date further payments amounting to Tls. 150,225.00 have been made, and it is necessary to set aside Tls. 136,293.51 to provide for outstanding claims and unexpired risks. The estimated profit is therefore Tls. 90,000, and it is recommended that a dividend of 10 per cent. on the paid-up capital be paid.

Mr. Herbert S. Morris retired on the 31st December last, and the directors take this opportunity to record their appreciation of his zeal in the service of the Company for a period of nearly thirty years. Mr. J. Kennard Davis has been appointed as his successor as agent in London.

DIRECTORS.

Mr. C. J. Holliday having resigned upon his departure from Shanghai, Mr. Cecil Holliday has, upon the invitation of the directors, rejoined the Board. The directors retire in accordance with the regulations of the Company, but, being eligible, offer themselves for re-election.

AUDITORS.

The accounts have been audited by Mr. White and Mr. Wrightson, and their term of office having expired, they again tender their services to the shareholders.

By order of the Court of Directors.

ALEX. ROSS, Secretary.

Shanghai, 13th April, 1897.

BALANCE SHEET, 31st DECEMBER, 1896.

	Dr.	Tails.
To capital account:—		
5,000 shares at £25=£125,000.0.0. @ 2/11½		848,056.54
To reserve fund.....		250,000.00
To working account, 1895:—		Tails.
Balance on 31st Dec., 1895....	460,203.10	
Deduct:—		
1st dividend, being 10 per cent. per annum on paid-up capital, declared 29th April, 1896....	82,474.23	
2nd dividend, being 10 per cent. on shareholders' contributions, declared 29th April, 1896.....	49,967.11	
		132,441.34
		Tls. 327,761.76
Less—		
Amount brought forward from below.....	305,133.31	
		Tls. 22,628.45
Amount transferred to liability account.....		22,628.45
To working account, 1896:—		
Amount brought forward from below.....		376,518.51
To liability account for 1895 and previous years.....		21,279.75
To dividends uncollected.....		251.47
		Tails 1,496,108.27

[On the opposite side assets are shown of equivalent value.]

	Dr.	Tails.
To interest.....		194.36
To balance carried forward.....		305,133.31

Tails 305,327.67

to celebrate the Queen's long reign, as neither your article nor "Jehu's" letter give my opinions quite correctly, I should be glad if you would kindly give me an opportunity of correcting some apparently rather misleading statements.

Personally I have no objection to a new road round the Island, but you must remember that the proposal before the Committee was to make a "carriage road," i.e. a road by which the occupants of a carriage, starting from say the Club, could drive out westward, and return to their original starting point, from the east, via the Shaukiwan Road, and which road was also to be suitable for rickshas and bicycles. The width of the road, whether it should be 20 feet or 30 feet, at the present time is of little or no importance. The whole project, from an engineering point of view (and it was to give my opinion as an "Engineer" that I was requested by the Sub-Committee to attend their meeting), turns upon the question of "gradients." The steepest inclination on the proposed new roads should be such that carriages and other wheeled vehicles can drive up and down them (i.e. trot) with safety. This gradient according to all the leading authorities should not be steeper than 1 in 35. Such being the case, the proposed carriage road should be laid out so that no portion of it has a greater inclination than 1 in 35. Can this be done if the line of the new road, as suggested by its promoters, be recommended? I have not the least hesitation in saying that it cannot. There is no difficulty in making a good "carriage" road as far as Deep Water Bay, the cost of which would be about \$130,000. From this point to Shaukiwan, the following would be the respective gradients:—

Third Section.

From east side Repulse Bay to Gap (170 feet high) between West Bay and Stanley. Length, 1.42 miles. Gradient, 1 in 63.

Fourth Section.

From the above Gap to Stanley. Length, 0.47 of a mile. Gradient, 1 in 21.

Fifth Section.

New Road from Tytam Tuk to Gap (517 feet high) on road between Tytam Tuk and Shaukiwan. Length, 1.13 miles. Gradient, 1 in 12.

Sixth Section.

From Tytam Gap (517 feet) to Shaukiwan. Length, 1.70 miles. Gradient, 1 in 42.

You will notice there are two sections, viz., the fourth and fifth, which if made would be impracticable for carriage traffic, the last one (1 in 12) being really the "key" to the whole scheme.

How do the promoters intend getting over this difficulty? Messrs. Denison and Ram, in their supplementary report read before the Committee, state in reference to this section that "from Tytam Tuk to the Gap there is a steep road impracticable for wheeled vehicles of any kind," yet four lines after this and in the same report they say, "The roads from Aberdeen to Shaukiwan are now only about 10 feet in average width, but as they are mostly on the level, they could be widened without any great expenditure." How do they reconcile these two statements, seeing that the road from Tytam Tuk to the Tytam Gap previously referred to is a part of the road from Aberdeen to Shaukiwan.

My estimate of the cost of the first section round Mount Davis is \$108,000 and not \$150,000; its length would be 4.32 miles and not 3 miles.

In my estimate I included the cost of widening roads and bridges, lengthening drains, and improving streets and sharp turns in the villages of Aberdeen and Stanley, to adapt them to carriage traffic. It will be interesting to know if this item is included in the other estimates.

I note your remarks on the matter of opening up manufacturing sites on the south side of the island. I know, I think, not only all the suitable manufacturing sites in the colony, but also what is required in connection with them, and have no hesitation in saying that there is no ground suitable for this purpose on the south side of the island and to the east of Aberdeen. The coastline east of Aberdeen is exposed to the full force of the south-west monsoons, the small

bays (Deep Water, Stanley, and Tytam) are not protected like the Paper Mill and Brickworks by the Island of Applichau and the Lammis, and any Inspector of Police who has been stationed at Stanley during the south-west monsoon will tell you that during the greater portion of this period all the villages on that side of the Island (east of Aberdeen) are practically deserted by junks and fishing boats owing to the strong gales and heavy seas blowing right up the bays, making it almost impossible for vessels of any kind to anchor. In my opinion no manufactory will be established where cargo-boats or junks cannot approach close to them and lay alongside wharves, &c., with safety all the year round and at all states of the tides. The new road (if made) would not be used for conveying either cargo, raw material, or manufactured goods to this side, as bringing them round in that manner would be a very heavy additional and unnecessary expense. Once on a cargo-boat it is immaterial whether the goods are carried one mile or five miles.

It may interest you to know that the steepest part of the existing Pokfulam Road is about 1 in 10; this road, as you are probably aware, is impossible for bicycles to ascend, and not safe for carriages to trot down.

In drawing your attention to these facts I have no wish to throw cold water on the project of this new road, which is no doubt an excellent one, if it can be shown that it is possible to construct it as proposed at not only a reasonable cost, but in such a manner and with such gradients as to make it really suitable and safe for carriages and wheeled vehicles of all kinds. If this is not possible I respectfully venture to think it would be more advisable for the Committee to recommend some other project which would command the support of the majority if not the whole of the community, and, further, I am of opinion that such public works as the construction of new roads, such as have been suggested, should be undertaken by the Government.—Yours truly,

WM. DANBY.

Hongkong, 17th April, 1897.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—Mr. Danby writes, "Personally I have no objection to a new road round the Island." He that is not against us, is of our part, and I venture to claim him as an influential ally. His evidence is entirely to the point and invaluable. He tells us that the Pokfulam Road has, in one portion, a gradient of 1 in 10, which should, according to all the leading authorities, be 1 in 35; so in the construction of a fashionable house he would specify that the risers of the main staircase should not exceed 4 or, at most, 5 inches; but in practice people often have to lift their feet much higher. I have driven all sorts of carriages on the Pokfulam Road, almost the whole of which is unfortunately too steep for two wheels, and arduous and inconvenient for four wheels. It is not, however, so much a matter of danger, as of horse flesh and watchfulness in driving. Horses cannot work steep gradients in Hongkong, and there is little pleasure in driving upon such on account of the preoccupation and fatigue which it involves. The fact remains, however, that this road, indifferently graded as it is, is constantly used for jinrickshas and bicycles, and also frequently for carriages. So with such roads in hilly districts all over the world. Some of the roads in the Isle of Wight down which the stages are drawn by four horses at a gallop are probably as steep as 1 in 10, a good skid, or sometimes two even, being carefully applied. Such roads are, however, well nigh useless in Hongkong, where horse power is materially lessened, and man power altogether inadequate to traction, except upon the level or very gentle gradients.

Mr. Danby considers his 4th and 5th sections impracticable for carriages. The former cannot, I think, be fairly so considered. The gradient of 1 in 21 for the short distance of 0.47 of a mile is really nothing, especially when we see carriages of all kinds making occasional use of the Pokfulam road graded in part to 1 in 10. Then, with regard to the fifth section. This is 1.13 mile long, and has a gradient of 1 in 12. Mr. Danby does not say whether the surrounding contours admit of the length of

this portion being doubled, by which we should get a gradient of 1 in 24 over this section. If the difficulty can be surmounted in this way, section five cannot be considered an insuperable barrier to the successful accomplishment of this most important scheme. Even if these two sections have, for the present, to remain unamended, the steep distance is only 1.60 mile out of between 23 and 24. This must be provided against by a skid upon the wheel, the inconvenience of which is trifling. Indeed the occasional variation of gradient in a road "used solely for recreation" is more exhilarating than a mere dead level. Any how, as the steep inclines will be limited to less than seven per cent. of the total proposed length, I think that the statement of Messrs. Denison and Ram that "the roads are mostly on the level" may be accepted as fairly true.

I have put the words "used solely for recreation" in inverted commas, and have in a former letter taken the position that the making of the road is abundantly justified upon this consideration alone, were there no others, on account of the indispensable character of recreation, especially in Hongkong; but here again Mr. Danby comes to our aid, and by showing that communication with the other side of the Island is next to impossible by water during a great portion of the period of the south-west monsoon, he emphasizes most emphatically the pressing importance of the speedy construction of some alternative means. It is thus shown that if these villages, with their large surrounding areas of level ground, are ever to become flourishing centres of native population, it is essential that adequate means of communication during all seasons of the year be established between them and the harbour side. Mr. Danby is probably correct in saying that the new road will be little used for conveying cargo, raw material, or manufactured goods. Hence its gradient is not of supreme importance. What is important, however, is that, where possible, the gradient should be extremely moderate; so that, eventually, the road may accommodate a tramway. Then it will be time to rectify the imperfection of the short distances, together 1.60 mile, the cost of which will be lessened by comparison with the large aggregate expenditure, probably to be undertaken a few years hence in the completion of the Jubilee Memorial by a railway round the island. The capabilities of Hongkong can never be considered as developed until this has been accomplished.—Yours faithfully,

JEHU.

Hongkong, 19th April, 1897.

ANOTHER JUBILEE SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."
DEAR SIR,—I wish to call attention through the medium of your valuable edition to the dilapidated condition of the Government buildings, Post Office and Land Office. These points attract the attention of visitors and compare very unfavourably with the appearance of such fine edifices as the Bank, new Club, etc. This is not likely to strike the highly salaried officials who have become rooted to the place, but is a terrible eye-sore to visitors and has been remarked upon on several occasions (to my personal knowledge). I would suggest that part of the money which is sure to be devoted this year to jubilation be set aside for this purpose, and so remove a blemish which I am sure every one in the colony will be glad to see done.—Yours truly,

VISITOR.

Hongkong, 20th April, 1897.

ON THE QUESTION AS TO THE BEST FORM OF JUBILEE MEMORIAL.

MR. G.....M S.....T loquitur:—

Your nurses and your hospitals, I swear,
For the Jubilee are not,—we "can do";
But if the answer true you wish to hear,
This it is,—*solvitur ambulando*.

[Left walking.

WEALTHY MERCHANT loquitur:—

You want my cheque, but tell me now, I pray,
Why subscribe for a road should a man do?
I do not ride, or golf, or bike, so say
If it's not,—*solvitur ambulando*?

[Walks off.

THE WHEELBARROW RIOT AT SHANGHAI.

Shanghai, 9th April.

So far as can be learnt the Council have determined to "sit tight," and take no notice of the resolutions passed at the Indignation Meeting, which were sent in to the Chairman of the Council yesterday morning, with a request that he would reply as early as possible. From further information that has reached us, we are inclined to think that the Consular Body are not so much to blame as has been generally thought. They, we believe, communicated to the Chairman and Vice-Chairman, the delegates of the Council, the Taotai's proposition that the collection of the enhanced tax should be postponed until the 1st of July, at the same time informing them that the Consular Body would support them in whatever course they decided on; and that it was the delegates of the Council who decided to accept the Taotai's proposition. Such strenuous efforts are made to wrap the negotiations in secrecy that we cannot affirm the correctness of this report, but there are good grounds for accepting it. If the Council take no notice of the universal opinion of the public as expressed so unmistakably on Wednesday, it will, of course, be necessary to call a special Ratepayers' Meeting, whose resolutions our representatives will not be able to treat so lightly.

All the naval guards at the Consulates and police stations were withdrawn yesterday morning.

The respectable Chinese in the Settlements, who are as much opposed to rioting as the foreigners are, are disgusted with the Council's backing down to the wheelbarrow coolies, and they do not hesitate to say that it has gone far to annul all the prestige that foreigners have gained in their fifty years' occupation of Shanghai.

A meeting of wheelbarrow headmen was held outside the South Gate yesterday afternoon, at which over 500 barrowmen were present and about a dozen headmen. The meeting was called to consider the report in the *Shen-pao* that the enhanced tax is to be imposed on the 1st of May next, and the meeting decided to resist the imposition.

Shanghai, 10th April.

The following letters are circulated for the public information:—

Shanghai, 8th April, 1897.

Sir,—I beg to hand you herewith copies of two resolutions, which were passed unanimously at a public meeting held at the Astor Hall yesterday, and would ask you to kindly communicate their contents to the other members of the Council.

I would also ask you to be good enough to inform me, with as little delay as possible, of the Council's decision in this matter. I propose, with your permission, to publish this letter and your reply in the public Press for general information.—I am, sir, your obedient servant,

R. M. CAMPBELL,

Chairman of the meeting.

E. A. Probst, Esq., Chairman, Shanghai Municipal Council.

Municipal Council,

Shanghai, 9th April, 1897.

Sir,—I am directed to acknowledge receipt of your letter of yesterday containing copies of two resolutions, adopted at a meeting of residents on the 7th instant, relative to the Wheelbarrow Tax.

Your communication will be considered by the Council at its meeting on Tuesday next, the 13th instant; meanwhile, I am directed by the Chairman to state that he will be quite prepared officially to correct, at a meeting of ratepayers, the many misstatements that have been made.—I am, sir, your obedient servant,

R. F. THORBURN,

Secretary.

R. M. Campbell, Esq. (Chairman of the Public Meeting), Shanghai.

It is a very great pity that the Council or its Chairman, whichever is responsible for the letter to Mr. Campbell, cannot appreciate the weight of the meeting that was held at the Astor Hall on Wednesday. The signatures to the

requisition calling that meeting, the attendance at the meeting itself, and the unanimity which characterised it from first to last, should have convinced the Council that they are dealing with a very serious matter, that it is not a storm in a tea-cup which will blow over in the proverbial nine days if the Council lie low and say nothing. The letter which bears Mr. Thorburn's signature could not have been written by anyone who realised that the meeting of Wednesday was the stern expression of the determination of practically the whole community not to be frightened out of the course they had adopted, after sufficient deliberation, by a mob of wheelbarrow coolies. No one who realised that could lightly write to the Chairman of that meeting: "Your communication will be considered by the Council at its meeting on Tuesday next," as if the letter were an application for another gas-lamp in a new street in the suburbs; nor could he have written the concluding paragraph, as if it were not a question of a great principle, but of certain "misstatements." Misstatements there may have been; for such are inevitable where proceedings are wrapped in secrecy, and those who are anxious to learn the truth have to glean the facts where they can and piece them together as best they may; but no misstatements alter the main fact that the Council were directed by the ratepayers to collect a certain fee, and that at the bidding of a riotous mob, whose actions never attained the importance of a riot, the Council backed down and struck a blow at the prestige of foreigners here whose effects will be felt for years. The allusion to a meeting of ratepayers made it seem probable that the Council themselves were about to call one; and would then lay their case, which has not yet been heard, before the community; but we understand that they decline to take even this step and the meeting will therefore be called by ratepayers who are naturally disgusted at the surrender that has been made. There is one satisfactory assurance in Mr. Thorburn's letter; that at the proposed meeting the Chairman will be quite prepared to correct misstatements. It would have been better if he had volunteered the explanation that he now commits himself to making.

The requisition for a Special Ratepayers' Meeting, to be held at the Astor Hall on Wednesday, the 21st instant, at 5 p.m., will be circulated for signature this morning, and ratepayers who may wish to append their names to it will find it at the Chartered Bank at 11 a.m. to-day.—*N. C. Daily News.*

Notice was given at Shanghai on the 10th April by circular and by advertisement in the evening papers of a special meeting of ratepayers to be held in the Astor Hall on Wednesday, the 21st inst., "to consider the question of the collection of the licence fee for wheelbarrows plying for hire, imposed by the annual Meeting of Ratepayers held on the 9th of March, 1897, and the action in relation thereto of the Foreign Community of Shanghai, North of the Yangkingpang." There are ninety-six signatures to the requisition, in three columns, there being more than enough electors in the first column alone to call the meeting.

FRENCH PIECE GOODS IN COCHIN-CHINA.

We translate the following from the *Courrier de Saigon*:—

The trade returns for Cochin-China during the year 1896 confirm those which we have previously analysed as regards the export of cotton goods to our great Asiatic colony. Hitherto we have followed the trade movement month by month; to-day we are in a position to give the results of the whole year. During the twelve months the import of unbleached cottons amounted to 866,595 kilos, of which 850,669 were of French origin and only 15,926 of foreign origin. French industry has thus supplied nearly the full total of the import of this description of goods. As regards bleached goods, the total import amounted to 1,591,702 kilos, an increase of 50,000 kilos on that of 1895, which was 1,541,120 kilos. In this total French goods figure for 681,153 kilos, or 43 per cent., while in 1895 they amounted only to 32 per cent.

Thus the final result is a larger proportion of a larger total. To sum up, French industry has almost completely conquered the Cochin-China market as regards unbleached goods, and its share in the import of white goods has greatly increased, being now nearly one-half of the total import.

The progressive conquest of the Indo-China market by our industry is strikingly shown by a comparison of 1896 and previous years. During last year French tissues represented 62 per cent. of the total import, foreign tissues figuring for only 38 per cent. In 1895, on the contrary, the share of French tissues was only 37 per cent. and in 1894 only 24 per cent. There is thus an enormous progression in our favour. The share of the national industry has almost doubled from one year to another and in three years it has trebled itself. If we go back to 1888, the first year following the application of the present regime in Cochin-China, we find that the import of French tissues then figured for only a tenth part of the total; to-day they represent about two-thirds. Our foreign competitors now play a secondary part on a market of which they were until lately the absolute masters. It is by a persevering initiative that our manufacturers have been able to conquer the place they now occupy and which they will go on increasing. It is thus by accomplished facts that they reply to those who from time to time accuse them of indolence and indifference.

PRESENTS TO H.M. THE QUEEN.

Our native correspondent at Peking sends the following:—H.E. Chang Yin-huan, Special Ambassador to Great Britain, in addition to carrying the congratulations of Their Imperial Majesties the Emperor and Empress-Dowager to Her Majesty, the Queen-Empress, on the occasion of H.M.'s Diamond Jubilee, also carries with him a number of presents from both Emperor and Empress-Dowager to the Queen. The Empress-Dowager's presents consist of rare porcelain and jade-stone cups or vases of fine workmanship and great antiquity; some of the rare celebrated Tibetan "joss" or incense-sticks (for burning on the altar of longevity); and a pine tree (emblem of longevity) made entirely of variegated candles moulded into all sorts of shapes and devices, but all aiming at the one motto "Longevity."

The foregoing are contained in six square boxes made of the valuable beautifully polished wood called *Tze tan*, resembling mahogany. In addition to the above there are also two rectangular boxes of the same material containing, it is said, gold and silver worked embroideries and silk and satin stuffs specially woven for Their Majesties' use at the celebrated looms of Sochow and Hangchow, or eight boxes in all. On the top of the two rectangular boxes is engraved the legend:—

"Eternal Spring finds its home in the Kingdom of the Sea,

"And refulgent light surrounds the Lady of the Moon."

On top of the six square boxes is engraved the solitary character *Shou* or "Longevity." The gifts of the Emperor bore a certain resemblance to those recounted above and were also enclosed in eight boxes made of the same material. Another instance of friendly feeling to Her Majesty and through her towards Great Britain displayed by the highest nobles and officials of the land, is the fact that Their Highnesses Prince Kung and Prince Ching, H.E. Li Hung-chang, Wang Tung-ho, ex-Imperial Tutor and President of the Board of Revenue, and the other members of the Tsungli Yamen, including the Special Ambassador himself, have also conjointly sent several valuable presents to the Queen, through the hands of that official. The following is the list of presents:—Porcelain stand, four feet six inches high; eight-fold embroidered screens, the frames being made of the valuable wood called *Hung-mu*; a pair of jade-stone sceptres, and a pair of ancient flower vases of porcelain of very large size.—*N. C. Daily News.*

There were 2,040 visitors to the City Hall Museum last week, of whom 200 were Europeans.

THE SHANGHAI VOLUNTEER CORPS AND THE DIAMOND JUBILEE.

The following letter from the Commandant was read at the last meeting of the Shanghai Municipal Council and ordered to be published:—
Shanghai Volunteer Corps,

Head-Quarters,

Shanghai, 3rd April, 1897.

Sir,—I have honour to inform you that Lieut. Porter and three members of the Light Horse will be in England at the time of the Jubilee, and it has been suggested that they should take part in the processions on that occasion and represent the Shanghai Volunteer Corps. This Corps, though not directly under the British Government, is largely composed of British subjects, and is annually inspected by an officer of the Hongkong garrison. The British Consul-General has expressed his willingness to forward an application that the Corps may be represented should this proposal meet with the approval of the Council.—I have the honour to be, sir, your most-obedient servant,

DONALD MACKENZIE,
Commanding S.V.C.

E. A. Probst, Esq., Chairman of Council.

Permission to this effect was granted and it was decided to write to H.B.M.'s Consul-General and request that an official application for such permission be forwarded to the proper military authorities.

THE SHANGHAI VOLUNTEER CORPS.

The annual inspection of the Shanghai Volunteer Corps took place on the 10th April, the inspecting officer being Colonel Gordon. After the inspection, Colonel Gordon took up his place near the saluting point, and the Corps being drawn up to form three sides of a square, he gave a brief address. He said it was no doubt a great disappointment to them that General Black had been unable to come up to inspect them, but their loss was his (Colonel Gordon's) gain, as it had given him the pleasure of that afternoon. He had been a good deal with Volunteers, and had done his five years at home as an Adjutant to a corps, but he had never seen such a unique corps as the one before him, including as it did Cavalry, or Light Horse, Artillery, and Infantry. The riding and marching of the Light Horse struck him as very good indeed, but it was doubtful to him whether a body of some twenty-eight or thirty would not be better as mounted infantry; but perhaps that question had been considered and settled some time ago. The Artillery march past was very good indeed—excellent. Again he was rather doubtful whether the China pony would stand a long field-day in deep ground with nine-pounder Armstrongs. It struck him that the screw gun would be far more serviceable, and the China pony used as a mule litter. The ponies, in fact, at present seemed to be over-weighted; the gun itself was heavy, the shafts were heavy, everything was heavy. However, what the Artillery had had to do was very well done indeed. The Infantry marched past capably—the German Company particularly, and, of course, he knew how that was accounted for. The weather had no doubt interfered with the training; but when he was speaking they did not expect him to do nothing but eulogise them. He thought there was a lack of what he might call tightness. The fours did not quite dress when marching; the Captains did not ensure that every man heard the order and worked with it, and little things like that spoiled the drill. The manual exercise was not as good as it might have been, but of course that was a detail, and he knew that during the last week when they would have been perfecting themselves they had been more usefully employed. He had heard of the way in which the Corps had turned out, and it was very creditable. He thought there should be no difficulty in increasing the Corps to double its present numbers, and Shanghai generally was to be congratulated upon the possession of such a force.

Criticisms having been made by several residents regarding the dress worn by Col. Gordon

during the inspection of the Shanghai Volunteer Corps, he having appeared in "undress" uniform, the *China Gazette* mentions that Major Mackenzie was duly informed by Col. Gordon, prior to the inspection, that he was unable to be present in full dress, as his outfit was damaged together with his cocked hat on the voyage from Hongkong.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 16th April.

I am sorry to say that during the past week a few cases of bubonic plague have occurred in different districts of this city. The disease is believed to have originated in the Italian Convent, where most of the cases have occurred. Yesterday the Convent was closed and all the nuns and children were removed to Green Island.

Though the state of the public health is becoming serious the authorities are allowing the corpse of a man who died on the 30th ultimo to be kept in a Chinese house. It is said the coffin is well sealed, but there is always the possibility of contamination of the air, and in the public welfare I hope the authorities will direct that the funeral should take place as soon as possible. It should be known that in a lane about a hundred feet from the house where this body is lying some cases of plague have occurred and it is at least as likely that the disease should have originated there as in the Convent.

The Government should make it a rule, applicable to Chinese, as well as others, that when a death occurs the body must be buried within twenty-four hours. To allow dead bodies to be retained in houses for indefinite periods extending over many days, and this at a time when a serious epidemic is threatening the colony, can only be described as stupid. These remarks apply to the keeping of bodies in the Chinese hospital as well as in private houses.

The American steam riding gallery opens here to-morrow.

HONGKONG.

The Hongkong Rifle Association held its annual meeting on Good Friday, Saturday, and Monday and the shooting was on the whole very good. On Tuesday the Hongkong Branch of the China Association presented Sir Claude MacDonald, British Minister to Peking, with an address of congratulation. Sir Claude is making a tour of the various ports and it is generally hoped that the tour will be an annual one. A general meeting of shareholders in the Punjom Mining Company, Limited, was held on Tuesday for the purpose of discussing the best means to raise additional capital.

The death rate last month was, for the British and Foreign community, civil population, 12, and for the Chinese community 18.5.

The Criminal Sessions were opened on Tuesday. There was only one case—a charge of forgery—for trial, and this was adjourned until Thursday.

The maximum temperature last month was 82.1, on the 31st, and the minimum 54.7, on the 2nd, the mean for the month being 63.3. The rainfall amounted to 0.815 in. The period of sunshine amounted to 71.7 hours; there were ten days when no sunshine was recorded.

On the 13th April Police Constable Morrison died in the Government Civil Hospital from enteric fever. The deceased, who was formerly in the Metropolitan Police, joined the Hongkong force only three years ago and his early death is much regretted by all his comrades. He was buried at the Happy Valley the following afternoon and every available man in the force attended the funeral.

Mr. H. E. Wodehouse, C.M.G., Police Magistrate, returned to the colony on Friday by the P. and O. steamer *Coromandel* and he resumed his duties at the Magistracy on Saturday morning. Commander Hastings has gone back to the Harbour Master's office. It is a loss to the colony that an officer of such capacity and energy should be consigned to a position where there is nothing for him to do.

Telegraphic communication with Macao is again interrupted.

The Right Rev. L. M. Piazzoli begs to acknowledge with thanks the following donations for the Home of the Aged and Infirm:—

Dorabjee Nowrojee	\$20
From Friends	18
I. P. Madar	5
V. G.	5
A. Soares	5
R. M. M.	2

\$55

A servant boy employed at the Officers' mess of the West Yorkshire Regiment was charged at the Police Court on the 15th April with stealing a piece of cake of the value of ten cents. During tiffin on the previous day the defendant cut off a slice of cake and hid it under a table napkin, so that he could quietly munch it when disengaged, but unfortunately for him the theft was discovered and he was handed over to the police. He was sent to goal for seven days with hard labour.

Andrew Clark, a cook on the British ship *Brunal*, was fined \$5 on Monday for being drunk and incapable. But this was not his only punishment. While in the drunken condition he fell into the harbour and if it had been for the plucky behaviour of a petty officer named Albert George Harn, who is attached to the Kowloon torpedo depot, the man would have been drowned. Harn jumped into the water and succeeded in buoying up the drunken man until the police arrived.

At six o'clock on the morning of the 14th April a hukong saw the body of a man floating in the water about 200 yards east of No. 2 Police Station. He called Inspector Mann, who succeeded in getting the body to the shore and he identified it as that of George Hubbard, whose age is 46. The deceased had been in the army and for ten years was employed as storekeeper at the Naval Dockyard, but for the last twelve months he had been out of employment and it is supposed that this misfortune unhinged the poor man's mind.

Two youngsters broke open a show case in Wanchai a few days ago and stole two gold watches and two gold rings. One of the watches was valued at \$20 and the thieves sold it for \$2.10, while a ring, which was worth \$6, was sold to a woman for 25 cents and the other for 15 cents. The police arrested the boys and also charged the woman with unlawfully receiving the ring. On the 15th April the boys were ordered to receive six strokes with the birch rod and the woman was ordered to find security for her future good behaviour.

On the 13th April the steamship *Germana*, which has been built by Messrs. Fenwick and Co., Limited, went for a trial trip in the harbour. The boat is 115 feet by 18 feet by 7 ft. 6 in., the cylinders are of a diameter of 13 in. and 26 in.; the boiler is of steel, working at a pressure of 100 lbs. to the square inch, the test being 200 lbs.; and the tonnage is 136.76 gross. She is intended for the Philippines and there is accommodation for a few European passengers, with every equipment for a cargo vessel. The trial was most satisfactory, the speed attained being 10 knots an hour.

A meeting of the Jubilee Permanent Memorial Sub-Committee was held in the Board Room of the Hongkong and Shanghai Bank on the 15th April at which the report to be submitted to the general committee was adopted. The report states that "In accordance with the resolutions passed at a meeting of the Committee appointed by His Excellency the Governor to make arrangements for the celebration of the completion of the 60th year of the reign of Her Majesty the Queen, the Sub-Committee have considered the proposals for a permanent memorial referred to them for consideration and now beg to submit their report. They held three meetings, at which representatives of the press were present. Mrs. Bell-Irving and the following gentlemen, Messrs. Leigh, Stewart, Dr. Thomson, Messrs. May, Denison, Danby, Drs. Jordan and Atkinson were good enough to attend and to give the Committee the benefit of their views. Dr. Hartigan was also invited to attend, but stated his inability to do so." A precis of the evidence in connection with each of the schemes is given; but the report embodies no recommendation.

A Post Office notification appears in the *Gazette* to the effect that the letter boxes on the tram cars have been discontinued.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Carmichael & Co., Ltd.	\$15
Hon. W. M. Goodman	15
F. L.	10
M. S. Northcote (Refund, St. George's Hall)	4

On Saturday morning a court-martial was held on board H.M.S. *Narcissus* on Robert Annal and W. Harrington, seamen. The Court was composed of Captain Login (President), Commanders F. W. Wyley, Smith Dorian, A. Henderson, and Wade. Annal, who was found guilty of assaulting his superior officer and also of disorderly conduct, was sentenced to two years' imprisonment and dismissed the service. Harrington was sent to gaol for twelve months for assaulting his superior officer.

The departure of the three cruisers, *Endymion*, *Minerva*, and *Undaunted*, from the waters of the colony on the 13th April was a grand sight and it was witnessed by many people. The *Endymion* and *Minerva* are taking time-expired men home, while the *Undaunted* is on her way to Trincomalee to receive her new crew. Punctually at four o'clock the *Endymion* left her buoy, being followed by the *Undaunted*, the *Minerva* being third in the order, and in making for the Lyemooon Pass they steamed closed to the other warships in the harbour, the movements being graceful to watch, while the ringing cheers of the Jack Tars who manned the rigging and the playing of bands did much to heighten the effect of the imposing spectacle. The large and handsome men-of-war were accompanied to the pass by several small craft, among them being one of the torpedo catchers, and the strong contrast was a curious, not to say pretty, feature of the departure.

A very interesting lecture was delivered on the 14th April to the Odd Volumes Society by Mr. J. J. Francis, Q.C., on "The theory of British advocacy." Sir John Carrington, C.M.G., occupied the chair, and amongst those present were H.E. Sir William Robinson, the Hon. W. M. Goodman, Attorney-General, and several other members of the legal profession. Mr. Francis treated his subject in his usual lucid manner, explaining the position of a barrister and the duty he owed to the court and to his client, both in civil and criminal matters, touching also on some of the ethical points that arose in the conduct of the profession. He laid stress upon the point that when a barrister was defending a man accused of crime he was not defending the crime but the man, that the law required that guilt should be clearly proved before conviction could take place, and that it was not the defending counsel's business to constitute himself judge and jury and form an opinion as to his client's guilt, but to present his case in the best manner possible, the theory being that justice could be best administered when both sides of a case were presented to the Court by trained minds working independently. Even if a client confessed to his counsel in the course of the hearing of a case that he had committed the murder with which he was charged it was not the counsel's duty to divulge the confession, in fact the court would not hear him if he tried to do so, and as the law required that guilt should be fully proved a barrister might feel himself justified, even after the confession, in seeing that that requirement was in all respects complied with. The question in criminal cases was not whether crime had been committed, or whether it had been committed by the prisoner, but whether the prisoner was proved to have committed it. There were, however, cases in which honour required a barrister to abandon a case, as, for instance, where it was plain that his client was endeavouring to avoid a just debt. In this connection the learned counsel touched on the question as to whether it was right for a barrister to go into court and plead the statute of limitations where that was the only defence to the action, but he did not give a decided answer to it. The usual votes of thanks to the lecturer and chairman brought the proceedings to a close.

On Friday evening, about 6.15, a number of scavenging coolies in 69, Tit Hong Lane, complained about their food being badly cooked. They had a row with the cook, a man named Lo Wai, and he picked up a lamp and threw it at one of the disaffected coolies, cutting his face. This man went out and returned with P.C. McVicker, but by this time the cook had sought to escape by the roof of the house and on the constable going up the refugee leapt across a lane, but he failed in his purpose and fell to the pavement below and was instantly killed. It was only a few months ago that a similar fatality occurred in this particular lane.

An amah in the employ of Mrs. Vince, the wife of a gaol warder, was charged before Mr. Wodehouse on Tuesday with stealing two gold rings belonging to her mistress. When the rings were missed Mrs. Vince went to inform the police and while she was away the amah was seen to go to the foot of the stairs in the prosecutrix's house, take up one of the rings which she had hidden there, and place it up her sleeve. She then went to an old clothes basket with the object of putting the ring there, but she was caught hold of and when the police arrived the second ring was also found secreted at the foot of the stairs. She was sent to gaol for four months with hard labour.

The Singapore secretary of the Raub-Australian Gold Mining Co., Limited, has received the following telegram from Raub:—"5th April, 1897. Rough cleaning up of battery yielded 3240 oz. amalgam, estimated quantity of stone crushed being 1,390 tons. Prospects good." The *Free Press* says:—"If the gold in the amalgam be taken at something between one-third and two-fifths, the return would be nearly 1,200 ounces gold from 1,390 tons crushed—not far from an ounce per ton. The satisfactory thing about the crushings for about a year past is that the tendency is not only to increase in bulk but to increase in relative value. Bukit Koman is certainly turning out handsomely."

Dr. Eitel and his family left for Australia on Friday by the C. N. Co.'s steamer *Tainan*. Dr. Eitel goes on leave, and at the end of his leave will retire from the Service, in which he has for the last nineteen years held the position of Inspector of Schools and Head of the Education Department. Dr. Eitel is an erudite scholar and especially excels in his knowledge of Chinese. In his educational policy we have often had occasion to differ from him, especially as regards his attitude towards Queen's College, but speaking of him as an individual we sincerely regret his departure and hope that he may have many years of health and happiness before him in which to enjoy his pension.

MISCELLANEOUS

The family of H.E. Li Hung-chang under the escort of H.E.'s youngest son, Li Ching-mei, left Tientsin for Peking on the 28th March. Several battalions of H.E.'s old disciplined troops belonging to the Hnai army turned out to give their old Chief's family a send-off, in consequence of which, as a token of appreciation for this attention, Mr. Li Ching-mei presented the soldiers with a *cumshaw* of one tael each, or a total of several hundred taels in all.—*N. C. Daily News*.

In a railway Bill passed by the British Columbia Parliament the following amendment was introduced:—"No Chinese or Japanese person shall be employed in the construction, operation, and maintenance of the undertaking hereby authorised, under a penalty of five dollars per day for each and every Chinese or Japanese person employed in contravention of this section, to be recovered upon complaint of any person under the provisions of the 'Summary Convictions Act, 1889,' and amending Acts."

The following is the suggested programme for the celebration of the Diamond Jubilee at Shanghai:—In the morning a parade of the Volunteers and men-of-war's men with a short choral service in the Cathedral, in the afternoon a *fete* in the British Consulate, to which foreigners of all nationalities are to be invited; the National Anthem to be sung at a fixed time by everyone present, in the evening illuminated scenic effects on the river or the Bund with a Fire Parade, and a Firemen's and Volunteers' supper.

The *N. C. Daily News* of the 8th April says:—"The disgust which the surrender of the Municipal Council has given rise to was shown by a neat piece of sarcasm yesterday. As a compliment (P) to our local rulers it was the fashion to wear a white feather in the button-hole, with the legend 'By order.'"

At Shanghai on Friday evening, 9th April, we learn from the *N. C. Daily News*, a lady and gentleman were driving along the Yangtseepoo Road and near the Cotton Cloth Mill were met by a gang of natives, estimated at about 250 in number, who, without warning or provocation, rained a shower of stones on them. The gentleman and the mafoo alighted for the purpose of keeping the half-maddened pony under control, but without success, as the frightened animal bolted down the road toward the Police Station. The lady somehow managed to get out of the vehicle and the mafoo held on to the reins until he at last brought the pony to a standstill. The lady fortunately escaped without injury, but the gentleman had his left wrist badly cut, and was struck in other parts of the body by stones. The affair was reported at Yangtseepoo Police Station and the Police have it in hand.

The annual general meeting of shareholders in the Hall & Holtz Co., Limited, was held at Shanghai on the 14th April, Mr. F. W. Such presiding. The report and accounts were passed, and a proposition was agreed to to the effect that the recommendation of the Directors as to the disposal of the profits of the Company, as stated in the report, be adopted. Mr. W. Hayward was elected a Director in the place of Mr. W. H. Short, deceased, and Mr. G. R. Corner was re-appointed auditor to the Company for the current year. The proceedings terminated with a hearty vote of thanks to the Chairman and the expression of a wish that he might have a pleasant trip home. The following resolution was also unanimously agreed to:—"That the sum of \$300 be expended by the Company in providing and erecting a suitable stone over the grave of Mr. W. H. Short, as a mark of his long services in connection with the Company.—*Mercury*."

We take the following from the *N. C. Daily News* of the 14th April:—"We regret to have to record the death of M. Lallemand-Dumontier, the Interpreter to the French Consulate-General, which occurred with painful suddenness on Monday afternoon. He had just left Comte de Bezaure, the Consul-General, shortly after tiffin, for the purpose of dressing in order to pay a visit to the Taotai with his official chief, when he fell down in his room and expired immediately, the cause of death being cerebral hæmorrhage. The deceased gentleman, who was only 31 years of age, leaves a widow who is in delicate health. He came to China in 1888 and had been stationed at Peking, Foochow, and this port. At Foochow, with M. Claudel, he was engaged in the negotiations which resulted in the reorganisation of the Arsenal upon the French system, arriving here some eight months ago. He occupied the position of Assessor at the French Mixed Court. The body will be sent to France for interment."

It will be remembered that last year when H.E. Li Hung-chang went on his tour abroad he took with him a number of presents from the Emperor Kuang Hsü to the various foreign potentates H.E. visited and whose hospitality he and his suite enjoyed. The return gifts seem now to be finding their way to this country and recently the presents of President Faure to his Majesty the Emperor arrived at Tientsin and were at once handed by the French Consul of that port to H.E. the Viceroy Wang, who had been deputed by the Tsungli Yamén, under instructions from the Imperial Household Department, to take charge of the treasures and safely send them, under escort, to the Palace at Peking. The following are the presents alluded to:—An immense pair of beautiful porcelain vases of a pale blue base with figures, etc., of variegated colours; one pair, hand-made velvet carpets; a beautifully mounted double-barrel fowling piece, with the gun-stock plentifully encrusted with precious stones and jewels, with ammunition, etc., complete; and two large oil paintings by the hands of modern French artists of repute.—*N. C. Daily News*.

The following is the sole reference in the minutes of the Shanghai Municipal Council to the recent riots:—*Wheelbarrow Riots*.—Special meetings of the Council were held on Tuesday, the 6th, at 10 a.m., Wednesday, the 7th, at 11 a.m., and Thursday, the 8th inst., at 11.30 a.m., at which it was discussed what measures should be taken with regard to these disturbances.

There appears to have been an increasing demand of late for Japanese cement, and the price has gone up to about 5 yen a cask. All the cement factories are said to have more orders on hand than they can execute, and it is even stated in the vernacular press that manufacturers are finding it profitable to pay penalties for non-delivery rather than execute orders at old prices. Here is a chance for the importer.—*Kobe Chronicle*.

The prospectus has been issued of the Shanghai Truck and Transport Co., Limited; capital \$50,000, in 2,000 shares at \$25 each, with power to increase the capital. The provisional directors are:—Messrs. F. W. Brown (Messrs. Taylor & Co.), G. L. Oberg (Messrs. Schiller & Co.), E. L. Mondon, L. M. Johnson, and A. Docter. The Company will carry and transport goods, merchandise, parcels, and packages safely and expeditiously to and from the wharves and from place to place in and around Shanghai on trucks and vans drawn by ponies, etc.

A serious collision occurred off the Associated Wharves at Shanghai on the 10th April between the steamers *Teucer* and *Kalgan*. The former was lying moored to the O.S.N. Co.'s upper buoy, when the *Kalgan*, which was inward bound, in attempting to clear a large junk steering across the river ran into her. Both vessels were seriously damaged, several of the plates in the *Teucer's* fore-castle being smashed, while the *Kalgan's* stem was badly twisted and several plates stove in. Both ships will have to be docked and it is estimated that about a fortnight will be required to effect the necessary repairs.

At Kobe on the evening of the 5th April what appears to have been a most disgraceful and entirely unprovoked attack was made upon Mr. I. G. Choje, Agent of the P. and O. S. N. Co., at that port. The facts, so far as we (*Kobe Herald*) have been able to gather them, are as follow:—The servants being late in serving dinner Mr. Choje stepped out to the kitchen and asked if it was not ready. He simply said *taberu mada* (is the food not ready yet)?—nothing more. This, however, elicited a stream of loud abuse and Mr. Choje (who had had experience of the cook's ungovernable temper and violence) then said: *yoroshi, mo shimai* (very well, then that ends—your service—). This is the sense in which the words were used. The cook thereupon asked for his coat and hearing this Mr. Choje called to the servants to "bring the cook-san's coat." We mention this because it serves to show that there was no intention on Mr. Choje's part to hurt the man's feelings. Scarcely had the man obtained possession of his garment when he threw it angrily upon the dresser and, seizing a large carving knife, rushed at his employer. Luckily the move was seen by Mr. Choje who, although at a disadvantage by reason of a strained arm, managed to seize his assailant's wrist. Mr. Davies, the Chaplain, is staying with Mr. and Mrs. Choje, and, having heard of the character of the cook, this gentleman followed Mr. Choje out and was able to assist him in the scuffle. This, as it proved, was most fortunate, as the house boy and one or two other servants promptly sided with the cook and did all they could to assist him to carry out his felonious purpose, one of the creatures seizing Mr. Choje in a part of the body which ensured his being placed practically *hors de combat*. As a matter of fact he was on the verge of unconsciousness when assisted back to the house by Mr. Davies. The latter, with self-control which is a credit to his cloth, refrained from striking the cook and, when the man was grappling with Mr. Choje, merely thrust his left hand and arm across his face, eventually forcing him backwards and down a couple of steps into the yard. In doing this the infuriated cook bit the reverend gentleman's hand severely in several places, drawing blood. Eventually assistance was obtained from the police and the cook and boy were locked up. We are glad to say it is Mr. Choje's intention to prosecute the men.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1896-97 lbs.	1895-96 lbs.
Canton and Macao	38,696,967	42,024,874
Shanghai and Hankow	18,410,313	21,317,405
Foochow	12,749,505	14,676,073
	69,856,785	78,088,352

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1896-97 lbs.	1895-96 lbs.
Shanghai	19,800,591	20,094,771
Amoy	19,108,788	15,155,591
Foochow	11,716,764	12,192,184
	50,626,143	56,442,547

EXPORT OF TEA FROM CHINA TO ODESSA.

	1896-97 lbs.	1895-96 lbs.
Shanghai and Hankow	22,949,123	27,240,863

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1896-97 lbs.	1895-96 lbs.
Yokohama	27,567,053	29,811,760
Kobe	15,96,725	18,731,089
	43,663,778	48,542,849

SILK.

CANTON, 22nd April.—*Tsatlees*.—Nothing doing, and prices are nominal. Re-reels.—We hear of a small settlement of No. 1 at \$510. Filatures.—Have dropped \$10.20 per picul, the demand for these sorts being very limited. The general tone of the trade remains very dull. From prices paid we quote: \$685 for Kwong Shun Cheong 11/13, \$675 for Kwong Shun Hang 11/13 and Kwong Shun Cheong 13/15, \$660 for Han King Lun 9/11, \$635 for Kwong Lun Hing 11/13, \$620 for Kwong Ho 13/15, \$550/540 for box 3 m/a. 11/13 and 13/15. Short-reels.—\$625 have been paid for Yau Hing Cheong and Chung Sun Hang 14/16, \$600 for 2 class 14/16. Waste.—Quiet and weaker. Stocks.—*Tsatlees*, 300 bales; Filatures, 1,00 bales. We append quotations in Canton, with laying down cost in London and Lyons, Exchange 6 months' sight 2/0½ and Fcs. 2.58 per Dollar.

Shanghai, 15th April.—(From Mr. A. R. Burkill's Circular).—London advices to date quote the market quiet with Gold Kiln at 8/9 and Blue Elephants 9/10½. Raw Silk.—The market has again been very quiet, settlements are on a small scale, and stocks now present but a poor assortment. *Tsatlees*.—Settlements are very small indeed, and prices show signs of weakness. Hangchows, Taysams, Yellow Silk.—No business of importance. Arrivals, as per Customs Returns, 8th to 13th April: 511 bales. White, 6 piculs Yellow, and 2,354 piculs Wild Silk. Re-reels and Filatures.—A purchase of 75 piculs May-an-yu Blue Dragon and Flying Horse is reported on a basis of Tls. 530 for Extra. The American market is reported to be quiet and demand has slackened entirely. The Export of Steam Filatures to date is: to London 21 bales, to Continent 3,539 bales, and to America 2,803 bales. Waste Silk.—The only transaction reported is 150 piculs Shantung-Long Waste at Tls. 19.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1896-97 bales.	1895-96 bales.
Canton	24,263	16,304
Shanghai	51,794	50,786
Yokohama	19,972	20,531
	96,029	87,621

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1896-97 bales.	1895-96 bales.
Canton	4,541	9,280
Shanghai	6,738	9,715
Yokohama	20,978	27,659
	32,257	46,654

CAMPHOR.

HONGKONG, 21st April.—Prices are again weaker. Quotations for Formosa are nominally \$18.50 to \$19.00. Sales, 100 piculs.

SUGAR.

HONGKONG, 21st April.—There is little change to report in the position of this market. Quotations are:—

Shekloong, No. 1, White	\$7.22 to 7.25	per col.
do. " 2, White	6.50 to 6.70	"
Shekloong, No. 1, Brown	4.10 to 4.43	"
do. " 2, Brown	4.28 to 4.30	"
Swatow, No. 1, White	7.13 to 7.15	"
do. " 2, White	6.15 to 6.50	"
Swatow, No. 1, Brown	4.32 to 4.35	"
do. " 2, Brown	4.22 to 4.24	"
Soochow Sugar Candy	11.03 to 11.05	"
Shekloong	9.42 to 9.45	"

MISCELLANEOUS EXPORTS.

The German steamer *Irene*, sailed on the 27th March. From Hongkong for Odessa:—30 boxes staranised. For Havre:—4 packages rattanchairs, 34 cases cantharides, 13 cases bristles, 8 cases chinaware, 8 cases blackwoodware, 11 boxes feathers, 231 rolls matting, 2 cases bird cages and 75 boxes staranised. For Havre option Hamburg:—130 bales canes, 60 casks ginger, 2 boxes ginger, 550 boxes camphor and 3 packages matting. For Havre option Hamburg option London:—12 cases bristles, 1,589 cases camphor, 100 bags galangal and 64 cases gallnuts. For Hamburg:—10 cases bamboo baskets, 122 cases cassia, 50 cassia buds, 1,250 cases cassia lignea, 750 bales broken cassia, 150 rattan shavings, 58 cases ginger, 8 casks ginger, 111 bales rattan, 212 bales cane, 13 cases chinaware, 90 packages crackers, 228 bales feathers, 10 cases aniseed oil, 631 cases camphor 48 rolls matting, 20 cases paper, 10 cases essential oil, 20 cases gallnuts, 33 packages sundries and 5 cases curios. For Hamburg option London:—2 cases bristles and 6 cases teasticks. For Bremen:—115 rolls mats. For London:—19 cases curios. For Buenos Ayres:—2 cases silks, 43 cases chinaware, 26 cases blackwoodware, 45 packages tea, 48 rolls matting, 8 cases preserves and 6 packages sundries. For Lisbon:—21 packages chinaware and 8 packages sundries. For Ilha da Madeira:—11 cases chinaware and 2 cases clothing. For New York:—20 cases staranised and 30 cases essential oil.

The steamer *Patroclus*, sailed on the 1st April. For London:—11 cases essential oil, 2 cases bristles, 16 cases blackwoodware, 19 cases chinaware, 4 cases effects, 40 cases preserves, 300 casks preserves, 50 casks soy, 50 bales waste silk, 44 bales canes, 43 rolls matting, 84 packages shells, 4 packages rattanware and 5 packages sundries. For London and/or Hamburg:—250 boxes cassia lignea. For Liverpool:—31 cases shirtings and 4 packages sundries. For New York:—23 cases essential oil. For Rotterdam:—1 package sundries.

The steamer *Guadalquivir*, sailed on the 3rd April. For Havre:—125 cases star aniseed. For London:—675 rolls matting.

The steamer *Ceylon*, sailed on the 5th April. For London and/or Manchester:—4 cases floss silk and 50 bales waste silk. For London:—3 cases cigars from Manila, 205 cases preserves, 57 cases chinaware, 44 cases woodware, 2 cases gongs, 100 cases leaf fans, 10 cases aniseed oil, 42 cases shells, 20 cases vermilion, 38 cases sundries, 937 rolls mats and matting, 507 bales canes, 88 bales feathers, 416 packages tea and 8 cases cantharides. For Trieste:—31 packages shells.

The steamer *Ixion*, sailed on the 5th April. For London:—5 cases bristles, 4 cases chinaware, 51 cases cigars, 7 cases lanterns, 175 bales canes, 16 packages effects and 3 packages sundries. For London and/or Manchester:—100 bales waste silk. For London and/or Antwerp and/or Hamburg:—20 cases bristles. For Liverpool:—10 cases cigars.

The steamer *Macduff*, sailed on the 7th April. For New York:—7,277 packages firecrackers, 3,858 rolls matting, 797 cases cassia, 200 cases joss-sticks, 448 bales rattanware, 30 bales rattan shavings, 80 boxes chinaware, 10 cases bristles and 1,219 packages merchandise.

The steamer *Rosetta*, sailed on the 8th April. For London:—2 cases cigars from Manila, 16 cases effects from Foochow, 12 cases silk piece goods, 8 cases sundries, 13 cases curios, 350 rolls mats and 365 boxes tea. For Antwerp:—2 packages sinamay. For Gibraltar:—2 cases cigars from Manila and 2 cases curios. For France:—706 bales raw silk, 100 bales waste silk and 16 cases silk piece goods. For Milan:—37 bales raw silk.

The steamer *Dardanus*, sailed on the 12th April. For London:—90 boxes tea, 50 cases cassia buds, 4 cases lime, 65 bags galangal, 260 rolls mats, 100 bales canes and 5 packages sundries. For London and/or Manchester:—15 bales waste silk. For London and/or Hamburg:—100 cases ginger, 20 cases ginger, 95 boxes tea and 10 cases china oil. For Liverpool:—3 packages sundries. For Hamburg:—228 bales feathers.

The steamship *Cowrie*, sailed on the 13th April. For Havre:—60 bales canes. For Antwerp:—100 bales feathers. For Hamburg:—10 cases essential oil, 25 cases bristles, 100 cases staranised, 110 bales canes, 168 bales feathers and 657 packages merchandise.

The steamer *Ernest Simons*, sailed on the 14th April. For France:—172 bales raw silk, 13 cases silk piece goods, 14 cases private effects, 5 cases curios and 41 bales hair. For London:—2 cases silk piece goods.

OPIUM.

HONGKONG, 21st April.—Bengal.—There has been a small advance in prices, and the market closes steady at \$656 for New Patna, \$685 for Old Patna, \$690 for New Benares, and \$700 for Old Benares.

Malwa.—Business has been of a very meagre description and rates have slightly receded. The following are the latest quotations:—

New (this yr's) \$760 with allance of 5 catties
 " (last yr's) \$770 " 0 to 1 "
 Old (2/4 ") \$800 " 0 to 3 "
 " (5/7 ") \$830 " 1 to 3 "

Persian.—Continues neglected. Prices are unchanged, latest figures being \$500 to \$650 for Oily, and \$550 to \$610 for Paper-wrapped drug, according to quality.

To-day's stocks are estimated as under:—

New Patna	1,700 chests
Old Patna	620 "
New Benares	200 "
Old Benares	50 "
Malwa	280 "
Persian	460 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
Apr. 14	652	677	652	695	760	830
Apr. 15	655	677	655	695	760	830
Apr. 16	653	677	652	695	760	830
Apr. 17	653	685	655	695	760	830
Apr. 18	655	685	657	700	760	830
Apr. 19	655	685	660	700	760	830
Apr. 20	655	685	660	700	760	830

COTTON.

HONGKONG, 21st April.—An improvement of 3¢ has been established in our Cotton market. Stock, about 3,000 bales.

Bombay \$16.00 to 17.25 p. pl.
 Kurrachee 15.75 to 17.00 "
 Bengal, Rangoon, and Dacca 16.50 to 17.75 "
 Shanghai and Japanese.. 21.00 to 22.25 "
 Tungkong and Ningpo.. 22.00 to 22.25 "
 Madras 17.25 to 17.75 "
 Sales: 2,000 bales Bengal, Rangoon, and Dacca.

RICE.

HONGKONG, 21st April.—Under the influence of large arrivals and accumulating stocks prices are declining. Quotations are:—

Saigon, Ordinary \$2.20 to 2.22
 " Round, good quality 2.40 to 2.42
 " Long 2.51 to 2.54

Siam, Field, mill cleaned, No. 2 ... 3.28 to 3.30
 " Garden/ " No. 1 ... 2.92 to 2.95
 " White 3.20 to 3.30
 " Fine Cargo 3.32 to 3.34

COALS.

HONGKONG, 21st April.—Market firm. Quotations are:—

Cardiff \$18.00 to 19.00 ex godown, sellers
 Australian .. 6.75 to 8.00 ex ship.
 Milke Lump... — to 7.75 ex ship, sales
 Milke Small... — to — none offering
 Moji Lump ... 6.75 to 8.00 ex ship, sales

MISCELLANEOUS IMPORTS.

HONGKONG, 21st April.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—355 bales No. 10 at \$84.50 to \$87, 205 bales No. 12 at \$84.50 to \$88, 150 bales No. 16 at \$92 to \$96, 850 bales No. 20 at \$97 to \$101. Grey Shirtings.—250 pieces 10 lbs. Triangle at \$3.72, 5,700 pieces 8 1/2 lbs. Blue Joss at \$2.90, 1,200 pieces 8 1/2 lbs. 8 Dogs at \$2.97, 500 pieces 10 lbs. Blue 5 Men at \$3.75, 700 pieces 7 lbs. Large Eagle at \$1.97, 500 pieces 11 lbs. Red Flower at \$3.30, 500 pieces 10 lbs. Shoemaker at \$3.55, 500 pieces 10 lbs. Mandarin at \$3.65, 500 pieces 10 lbs. Blue Triangle at \$3.70, to \$3.72, 300 pieces 8 1/2 lbs. Double Fish at \$2.72, 800 pieces 7 lbs. Blue Lion at \$1.92, 1,200 pieces 8 1/2 lbs. Red Cock at \$2.52, 700 pieces 7 lbs. Red 5 Men at \$2.07, White Shirtings.—1,500 pieces No. 3 at \$3.40, 2,000 pieces D. 70 at \$3.52, 2,250 pieces Flower at \$4.70, 5,300 pieces No. 300 at \$3.47, 3,000 pieces No. 600 at \$1.27, 1,000 pieces Green Stag at \$3.40, 500 pieces Gold Elephant at \$1.77, 600 pieces Blue Lion at \$5.80, 600 pieces Gold Tiger at \$5.95, 1,000 pieces X 6 at \$3.62, 500 pieces X 8 at \$1.25, 500 pieces X 9 at \$1.49, 500 pieces No. 2,000 at \$1.40, 500 pieces No. 3,000 at \$1.40, 500 pieces S. O. at \$4.07, 2,750 pieces Peacock at \$3.42, 1,000 pieces Gold Goose at \$4.22, 250 pieces Dog at \$5.50, 2,000 pieces Gold Joss at \$3.25, 1,000 pieces Blue Dragon at \$5.02, T. Cloths.—75 pieces 7 lbs. Mexican Silver Lion at \$1.88, 5,250 pieces 7 lbs. Red Stag at \$2.32, 4,500 pieces 7 lbs. Gold Dragon at \$2.25, 750 pieces 7 lbs. Gold Pheasant at \$1.91, 750 pieces 7 lbs. Mexican Blue Dragon B. B. at \$2.22, 750 pieces 7 lbs. Mexican Blue Dragon B. at \$2.02, 600 pieces 8 lbs. Gold Dragon at \$2.62.

Shanghai, 15th April.—(From Messrs. Noel Murray & Co's Piece Goods Trade Report).—Our market has ruled very quiet throughout the interval and offers no special features for comment. The reports from our various dependencies are not sufficiently encouraging to induce speculative operations and at present the dealers have no orders to speak of, in hand. During the week the unfavourable accounts of the Newchwang market have been confirmed, and although goods are moving fairly satisfactorily in Tientsin there seems to be quite enough for all immediate requirements on the spot. It must not be lost sight of that very much larger quantities have been shipped to the latter market since the opening of the season, compared with former years, but, with the expectation of American Sheetings, Newchwang ought not to complain, unless there are some heavy cargoes not declared yet. Nor is the present dullness to be attributed entirely to the lack of demand from the North, for the river trade is also falling off owing to famine in Szechuen. This lull, however, is chiefly because all the available steamers are being employed to carry rice to the distressed districts, to the exclusion of ordinary freight, consequently deliveries are going on very slowly here. What business has gone through shows a steady market, but it is quite evident that the dealers are keeping prices up to suit their own ends. No forward transactions worth speaking of have gone through, so far as we can hear, during the week.

CLOSING QUOTATIONS.

WEDNESDAY, 21st April.
 EXCHANGE.

ON LONDON.—
 Telegraphic Transfer 2/0 1/2
 Bank Bills, on demand 2/0 1/2
 Bank Bills, at 30 days' sight 2/0 1/2
 Bank Bills, at 4 months' sight 2/0 1/2
 Credits, at 4 months' sight 2/0 1/2
 Documentary Bills, 4 months' sight 2/0 1/2
 ON PARIS.—
 Bank Bills, on demand 2.53
 Credits, at 4 months' sight 2.57

ON GERMANY.—
 On demand 2.05

ON NEW YORK.—
 Bank Bills, on demand 49 1/2
 Credits, 60 days' sight 50 1/2

ON BOMBAY.—
 Telegraphic Transfer 160
 Bank, on demand 160 1/2

ON CALCUTTA.—
 Telegraphic Transfer 160
 Bank, on demand 160 1/2

ON SHANGHAI.—
 Bank, at sight 72 1/2
 Private, 30 days' sight 73 1/2

ON YOKOHAMA.—
 On demand 1 % pm.

ON MANILA.—
 On demand 9 % pm.

ON SINGAPORE.—
 On demand 1 % pm.

SOVEREIGNS Bank's Buying Rate 9.79
 GOLD LEAF, 100 fine, per tael 50.25

JOINT STOCK SHARES.

HONGKONG, April 21st.—The week under review has been broken up by the Easter holidays and business has been disorganised with but little of importance to report. Rates, however, have been well maintained and in most cases show advances.

BANKS.—Hongkong and Shanghai have ruled steady to firm with small sales at 175 and 174 per cent. prem., closing steady at 174. Nationals and Bank of Chinas continue out of the market with sellers of the former at \$25.

MARINE INSURANCE.—Have been almost totally neglected with sellers of most stocks at quotations and with little or no business.

FIRE INSURANCE.—Hongkong continue out of favour, sellers vainly offering shares at quotation without finding buyers. Chinas have changed hands in small lots at 101 and 102, closing with sellers.

SHIPPING.—Hongkong, Canton and Macao have found further buyers at \$35 1/2 for cash and at equivalent rates on time. Douglasses have been negotiated in small lots at \$59, \$59 1/2, and \$60, closing steady at last rate. Indo-Chinas have been the medium of a fair business at \$47 and \$48. China-Manilas continue quiet at quotation without business, and China Mutuals are enquired for in a small way at quotations.

REFINERIES.—China Sugars have continued dull and neglected at \$134, with small sales in the early part of the week, and close at that rate with sellers. Luzons have been in steady demand all the week at \$42 to \$44 without bringing out sellers and close in demand at \$43 1/2.

MINING.—Punjoms have been negotiated at \$4.90, \$4.85, and \$4.75, closing at \$5 with sellers. Nothing definite seems to have been arrived at in regard to new capital at the meeting of shareholders held yesterday. Charbonnages have found buyers at \$80 and more could be placed at the rate. Balmorals have changed hands at \$1.60 for ordinaries and at \$1.75 to \$1.60 for prefs. Jebebus have been negotiated at \$2.35 and more could be placed at the rate. Raubs have ruled in strong favour with sales at \$14.50, \$15, \$15.50, and \$16, closing with buyers at last rate. Olivers B. have changed hands at \$6 1/2 and \$7 cum new issue, and A's at \$18, closing with sellers.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have ruled quieter with sales at 24 1/2 per cent. prem. cash, and 24 1/2 for 30th April, whilst a small business has been transacted at equivalent rates forward. Kowloon Wharves have been quiet with small sales at \$65 and Wanchais have found further investing buyers at \$43 1/2.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands ruling in fair demand have changed hands at \$77 1/2 and \$78, closing firmish at latter rate. Hotels continue firm at \$38 without business. West Points have found buyers to a good extent at \$19.75 and close steady. Humphreys and Kowloon Lands are neglected at quotations.

MISCELLANEOUS.—Green Islands have advanced to \$30 after sales at \$28, \$28 1/2, and \$29. Ices have found buyers at \$109 and \$110 and Fenwicks, Watsons, Tramways, and Electrics have changed hands at quotations.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[342.50; sellers
Hongkong & S'hai...	\$125	174 % prem.—
China & Japan, pri.	£5	nominal
Do. ordinary...	£1 10s	nominal
Do. deferred...	£1	25, buyers
Natl. Bank of China		
B. Shares	£8	\$23, sellers
Founders Shares...	£1	\$20
Bell's Asbestos E. A. ...	£1	\$9, sellers
Brown & Co., H. G. ...	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$7½, buyers
Carmichael & Co.	\$20	\$8
China Sugar	\$100	\$134, sales & sellers
Dakin, Cruickshank & Co.	\$5	(in liquidation).
Dairy Farm Co.	\$5	\$5, nominal
Fenwick & Co., Geo. ...	\$25	\$30, sales & sellers
Green Island Cement...	\$10	\$30, sales & sellers
H. & China Bakery ...	\$50	\$30
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$8, sales & sellers
H. H. L. Tramways ...	\$100	\$95, buyers
Hongkong Hotel	\$50	\$38, buyers
Hongkong Ice	\$25	\$110, sales & sellers
H. & K. Wharf & G. ...	\$50	\$65, sales & sellers
Hongkong Rope	\$50	\$154, sales
H. & W. Dock	\$125	247 p. ct. prem.—
Insurances—		[\$433.75, sal. & s.
Canton	\$50	\$185
China Fire	\$20	\$102, sales & sellers
China Traders'	\$25	\$79, sellers
Hongkong Fire	\$50	\$352½, sellers
North-China	\$25	Tls. 192, sellers
Straits	\$20	\$194, sellers
Union	\$25	\$230, sellers
Yangtze	\$80	\$165
Land and Building—		
H. Land Investment...	\$50	\$78, sales & buyers
Humphreys Estate...	\$10	\$9.75, sales
Kowloon Land & B. ...	\$30	\$16
West Point Building	\$40	\$19.75, sal. & sellers
Luzon Sugar	\$100	\$44
Mining—		
Charbonnages	Fcs. 500	\$30, sales & buyers
Jebeu	\$5	\$2.35, sal. & buyers
New Balmoral	\$1	\$1.60, sales
Do. Preference ...	\$1	\$1.60, sellers
Oliver's Mines, A. ...	\$5	\$18, sellers
Do. B. ...	\$2½	\$6½, sellers ex new
Punjom	\$4	\$5, sellers [issue
Do. Preference...	\$1	\$1.40, sal. & buyers
Raults	13s. 10d.	\$16, sales & buyers
Steamship Coys.—		
China and Manila ...	\$50	\$69
China Mutual Ord...	£5	£2 5s.
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$60, sales
H. Canton and M. ...	\$15	\$35½, sales & buyers
Indo-China S. N. ...	£10	\$48, sales & buyers
Wanchai Warehouse Co.	\$37½	\$43½, sales
Watson & Co., A. S. ...	\$10	\$12½, sales

J. Y. V. VERNON, Broker.

SHANGHAI, 15th April.—(From Messrs. J. P. Bisset & Co.'s Report.)—Although the volume of business has not been large, except in some shipping stocks, prices have improved. Banks.—Hongkong and Shanghai Banking Corporation.—Shares have been placed at 170 per cent. premium for delivery on the 27th current, and at 171 per cent. premium for cash. Marine Insurance.—Yangtze Insurance Association, Ltd. Shares were placed early in the week at \$167½ for the 31st May, but business has since been done at \$167½ cash, and shares were purchased from Hongkong at \$167½ for delivery on the 30th current. Business in Straits Insurance shares has been confined to a sale to Hongkong at \$19½. Fire Insurance.—The market is weak with sellers of both stocks. Shipping.—A large business has been done in Indo-China S. N. shares at Tls. 34, Tls. 34½, and Tls. 35 for cash, and Tls. 36 for delivery on the 30th June. Sugars.—Shares have been neglected. Mining.—Oliver's Freehold B shares have been placed at \$8, both for cash and for delivery on the 30th current. Docks, Wharves and Godowns.—Boyd's have been placed at Tls. 210, and shares are offering. Farnham's shares have changed hands at Tls. 185 cash. Shanghai and Hongkong Wharf shares were sold at Tls. 120, and are offering. Hongkong and Kowloon Wharf shares are offering at \$65. Shanghai Dock ordinary shares are weak, with sellers. Industrial.—Business has been done in Shanghai Gas shares at Tls. 225, Major Brothers shares at Tls. 41, Ewos at Tls. 90, and Lapu-kung-mow shares at Tls. 94. International shares are wanted. Miscellaneous.—Shanghai Sumatra Tobacco shares changed hands at Tls. 170 cash, Tls. 167½, Tls. 170, Tls. 172½, and Tls. 175, for 30th June, and Tls. 172½/170 for the 31st August, and Shanghai Langkat Tobacco shares at Tls. 550

to Tls. 540 cash, closing at Tls. 545, Tls. 555 for 30th April, Tls. 575 to Tls. 585, and closing at Tls. 580 for 31st May, Tls. 580 for 30th June, Tls. 600 for 31st August, and Tls. 650 for the 31st December. Hall & Holtz shares were placed at \$40, \$41, and \$42 for cash, cum dividend, but are now obtainable at \$39, ex div. Loans.—Perak Sugar Cultivation 7 per cent. Debentures were placed at Tls. 101 plus the accrued interest.

TONNAGE.

HONGKONG, 21st April.—Since last report there have been but few fixtures.

From Saigon to Hongkong, the last settlement was at 11 cents per picul. At the close there is no demand whatever. To Singapore, a small carrier has been taken at 13 cents per picul, which seems to have satisfied the demand. To Java ports there is no enquiry. To Japan, a small carrier is wanted at 21 cents per picul.

From Bangkok to this there is no enquiry. Newchwang rate to Canton advanced to 29 cents and 30 cents per picul is now asked.

Coal freights Japan to Hongkong have declined to \$2 per ton; for Singapore there is still an enquiry at \$3.25 per ton.

There is no demand for sail tonnage. The American ship *Henry Failing*, 1,899 tons, proceeds to Victoria, B.C. under orders from owners.

There are seven vessels disengaged in port, registering 11,369 tons.

The following are the settlements:—

Stanfield—British barque, 570 tons, Singapore to Hongkong, timber, \$8 per ton; if Shanghai, \$11.50 per ton.

Else—German steamer, 747 tons, Moji to Singapore, \$3.25 per ton.

Peiyang—German steamer, 1,050 tons, Kanetzu to Hongkong, \$2.40 per ton.

Aladdin—Norwegian steamer, 1,957 tons, Moji to Hongkong, \$2.25 per ton.

Fausang—British steamer, 1,490 tons, Newchwang to Canton, 25 cents per picul.

Hanchow—British steamer, 999 tons, Newchwang to Canton, 27 cents per picul.

Kwongsang—British steamer, 389 tons, Newchwang to Canton, 27 cents per picul.

Falkenberg—German steamer, 1,075 tons, hence to Chefoo, Newchwang, and back to Canton, 29 cents per picul.

Jacob Christiansen—Norwegian steamer, 1,088 tons, Iloilo to Yokohama and Kobe, 30 cents per picul.

Ingraben—German steamer, 893 tons, Saigon to Singapore, 13 cents per picul.

Tetartos—German steamer, 1,578 tons, Saigon to Hongkong, 11½ cents per picul.

Progress—German steamer, 798 tons, Saigon to Hongkong, 11½ cents per picul.

Dante—German steamer, 1,302 tons, Saigon to Hongkong, 11 cents per picul.

Oscarshol—Norwegian steamer, 764 tons, monthly, 3 months, \$4,500 per month.

Rio—German steamer, 1,265 tons, monthly, 4/3 months, \$5,000 per month.

Bygdo—Norwegian steamer, 966 tons, monthly, 3/1/1 months, \$4,500 per month.

Actis—Danish steamer, 436 tons, monthly, 3/3 months, \$3,400 per month.

VESSELS ON THE BERTH.

FOR LONDON.—*Japan* (str.), *Riojun Maru* (s'r.).

Menelaus (str.).

FOR BREMEN.—*Bayern* (str.).

FOR VANCOUVER.—*Empress of India* (str.).

FOR MARSEILLES.—*Salazie* (str.).

FOR VICTORIA.—*Mount Lebanon* (str.).

FOR SAN FRANCISCO.—*Falls of Dee*, *Peru* (str.).

Glenavon (str.).

FOR NEW YORK.—*Benmohr* (str.).

FOR AUSTRALIA.—*Yamashiro Maru* (str.), *Australian* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST.

MAIL.

HONGKONG.

April—

ARRIVALS.

- 13, Hailan, French str., from Pakhoi.
- 14, Pronto, German str., from Chefoo.
- 14, Wingsang, British str., from Canton.
- 14, Haitan, British str., from Coast Ports.
- 14, Gisela, Austrian str., from Trieste.
- 14, Kweilin, British str., from Tientsin.
- 14, Ariake Maru, Jap. str., from K'notzu.
- 14, Whampoa, British str., from Chinkiang.
- 15, Triumph, German str., from Pakhoi.
- 15, Sullberg, German str., from Canton.
- 15, Kwongsang, British str., from Tientsin.
- 15, Oolong, British str., from Nagasaki.
- 15, Hongkong, French str., from Haiphong.
- 15, Hong Leong, British str., from Samarang.
- 16, Peiyang, German str., from Canton.

- 16, Kiangnan, Chinese str., from Canton.
- 16, Coromandel, British str., from Bombay.
- 16, Loongmoon, German str., from Shanghai.
- 16, Candia, British str., from Yokohama.
- 16, Chowtai, British str., from Bangkok.
- 17, Catherine Apear, Brit. str., from Calcutta.
- 17, Taisang, British str., from Canton.
- 17, Taksang, British str., from Canton.
- 17, Pronto, German str., from Canton.
- 17, Yuensang, British str., from Manila.
- 17, Rainbow, British cruiser, from Singapore.
- 18, Australian, British str., from Kobe.
- 18, Fushun, Chinese str., from Shanghai.
- 18, Haimun, British str., from Tamsui.
- 18, Hanchow, British str., from Canton.
- 18, Hoihow, British str., from Newchwang.
- 18, Martha, German str., from Saigon.
- 18, Deucalion, British str., from Sandakan.
- 19, Changsha, British str., from Kobe.
- 19, Uranus, Spanish str., from Iloilo.
- 19, Glenfalloch, British str., from Singapore.
- 19, Chingping, Chinese str., from Tientsin.
- 19, Tailee, German str., from Saigon.
- 19, Charon Wattana, Siamese bark, put back.
- 19, Verona, British str., from Yokohama.
- 19, Erato, German str., from Kobe.
- 19, Hanoi, French str., from Haiphong.
- 20, Loongmoon, German str., from Canton.
- 20, Choysang, British str., from Shanghai.
- 20, Namoa, British str., from Coast Ports.
- 20, Empress of India, Brit. str., from V'couver.
- 20, Thames, British str., from Shanghai.
- 20, Benvenue, British str., from Saigon.
- 20, Glaucus, British str., from Amoy.
- 20, Yamashiro Maru, Jap. str., from Nagasaki.
- 20, Ask, Danish str., from Pakhoi.
- 21, Petrarch, German str., from Saigon.
- 21, Socotra, British str., from London.
- 21, Glenavon, British str., from Kutchinotzu.
- 21, Kweilin, British str., from Canton.
- 21, Lyeemoon, German str., from Shanghai.
- 21, Kwongsang, British str., from Canton.

April—

DEPARTURES.

- 14, Mogul, British str., for Shanghai.
- 14, Antenor, British str., for Shanghai.
- 14, Chowfa, British str., for Bangkok.
- 14, Singan, British str., for Swatow.
- 14, Hanchow, British str., for Canton.
- 14, Peiyang, German str., for Canton.
- 14, Pronto, German str., for Canton.
- 15, Frejr, Danish str., for Haiphong.
- 15, Kweilin, British str., for Canton.
- 15, Hailoon, British str., for Swatow.
- 15, Whampoa, British str., for Canton.
- 15, Breconshire, British str., for London.
- 15, Eliz. Rickmers, Ger. str., for Shanghai.
- 15, Idzumi Maru, Jap. str., for Singapore.
- 16, Tsinan, British str., for Port Darwin.
- 16, Wingsang, British str., for Shanghai.
- 16, Kutsang, British str., for Calcutta.
- 16, Cosmopolit, German str., for Tournon.
- 16, Hailan, French str., for Hoihow.
- 16, Haitan, British str., for Swatow.
- 16, Oslo, Norwegian str., for Tientsin.
- 16, Sullerg, German str., for Chefoo.
- 16, Kwongsang, British str., for Canton.
- 16, Sakata Maru, Japanese str., for Shanghai.
- 17, Toyo Maru, Jap. str., for Saigon.
- 17, Loongmoon, German str., for Canton.
- 17, Coromandel, British str., for Shanghai.
- 17, Gisela, Austrian str., for Shanghai.
- 17, Candia, British str., for Manila.
- 17, Esmeralda, British str., for Manila.
- 17, Germania, German str., for Manila.
- 17, Hong Leong, British str., for Amoy.
- 17, J. Diederichsen, Ger. str., for Nagasaki.
- 17, Oolong, British str., for Saigon.
- 17, Peiyang, German str., for Kobe.
- 18, Fausang, British str., for Amoy.
- 18, Hongkong, French str., for Hoihow.
- 18, Kiangnan, Chinese str., for Swatow.
- 18, Omi Maru, Jap. str., for Nagasaki.
- 18, Pronto, German str., for Chefoo.
- 18, Taisang, German str., for Shanghai.
- 18, Triumph, German str., for Hoihow.
- 18, Wongkei, British str., for Bangkok.
- 18, Claro Babuyan, British bk., for T'wanfoo.
- 19, Fushun, Chinese str., for Canton.
- 19, Hoihow, British str., for Canton.
- 19, Taksang, British str., for Tientsin.
- 20, Alacrity, British d.-v., for Taiwanfoo.
- 20, Dante, German str., for Saigon.
- 20, Falkenburg, German str., for Chefoo.
- 21, Choysang, British str., for Canton.
- 21, Changsha, British str., for Australia.
- 21, Glenfalloch, British str., for Swatow.
- 21, Haimun, British str., for Swatow.

21, Loongmoon, German str., for Shanghai.
21, Kwailin, British str., for Swatow.
21, Chingping, Chinese str., for Canton.
21, Lysemoon, German str., for Canton.

PASSENGER LIST.

ARRIVED.

Per *Peiyang*, str., from Shanghai—Mr. F. Ray.

Per *Esmeralda*, str., from Manila—Messrs. H. R. Coombs and N. Macleod, Lieut. C. H. Davies, R.N., Lieut. R. Sterling, R.N., Mr. John Gray, Dr. T. Sanger, Don R. Garcia.

Per *Sydney*, str., for Hongkong from Marseilles—Mr. and Mrs. Andrews, Messrs. Bertie Maw, Metzler, and Gibson. From Singapore—Mr. and Mrs. Warren and child, Miss Cosgood, Miss Howe, Mr. Jannet, Dr. Horsey, Messrs. Sudzuki, Heap, Tan Cheng, Loh Eng Chye, Goh Chee On, Tom Tin Yung, Leong Ah Hye, Mackie, Behrend, and Capt. Buddery. For Shanghai from Marseilles—Messrs. Aldis, Deacon, Gabriel, Salomé, Hartmann, Wooley, and Mrs. Dopfeld. From Colombo—Mrs. Shibata Také. From Singapore—Baron de Lassuchette, Messrs. de Verneuil and C. Young. From Saigon—Mr. Guesbitch, Mrs. Sloiter, Mr. Clavery. For Kobe from Singapore—Mr. and Mrs. Rodger and child, Messrs. Goto and Tahara. For Yokohama from Marseilles—Messrs. Crosse, White, Kato Esunitada, Muradur, Longin, Taizo Ohmayé, Lagrange, Charvet, Mrs. Hamma Ijoyai, Messrs. Fabre Brandt, Reynolds, Tano, Chaussat, Le Troquer, Gougand, and Mevel. From Colombo—Messrs. Yeheryama and Sahamoto, Mr. and Mrs. Chlebnikoff, Mr. Daniloff, Major Boothby, Mr. Také. From Singapore—Mrs. Ross and two children, Messrs. Lennon, Griffin, Papasian, and Pereira. From Saigon—Mr. Camoisson.

Per *Antenor*, str., from Liverpool, &c.—Mr. and Mrs. Potter and son.

Per *Ernest Simons*, str., for Hongkong from Yokohama—Messrs. Yeung Fook Cho, Tobias Tenazon and son, and G. Houmond. From Shanghai—Messrs. D. S. Talati, M. D. Setna, Tomingsen, and J. E. Champoise. For Saigon from Shanghai—Mr. Gorgnean. For Singapore from Shanghai—Mr. G. A. Luck. From Yokohama—Mr. Brown. For Colombo from Yokohama—Mr. Robson. For Port Said—Messrs. Todo Ayub Palagni. For Marseilles from Shanghai—Mr. and Mrs. Tallien and daughter, Mr. E. E. Clark, Consul, and Mrs. Haas, Mr. de Chaylard, Misses Franchini and Mietta, Messrs. Rayden and Devoye, Rev. Innocent, Mrs. and Miss Innocent, Messrs. Rottin, Ducas, Roscangas, J. Anderson, and J. Vulcain. From Yokohama—Messrs. J. W. Bennet, G. Addie, Baron and Baroness Hayoshi, Mr. and Mrs. Van de Polder, Mr. K. Otchiai, Mrs. Parsons and two children, Messrs. Abily, Yamogata, Rev. Rey, Messrs. Thompson, Thripell, Joshling, Cafes, Smith, and Hornby.

Per *Omi Maru*, str., from Australia for Hongkong—Messrs. C. Voulemier and H. Hewitt. For Japan—Messrs. R. K. Biernacki, Rodgers, J. S. Clark, W. Legge, Misses E. M. Barrett and A. L. Rodgers, Messrs. C. Macheus, A. Joshua, H. Valentine, Col. and Mrs. Bailey and 3 children, Messrs. E. Walker and Serocold, Mr. and Mrs. Peabody, Miss N. J. Borden, Miss C. S. Brayton, Mr. A. Peabody, Mr. and Mrs. Borden, Messrs. Sakaki, Jenkins, and Geo. McArthur.

Per *Haitan*, str., from Coast Ports—Messrs. L. M. F. Grant, Chu Lum, Schmid, Taw Ah Soon, Makapagal, Mr. and Mrs. Woodley and child.

Per *Gisela*, str., from Trieste, &c.—Mr. and Mrs. S. Berg, Messrs. Danneman and Vincente Abor.

Per *Kwailin*, str., from Tientsin—Mr. A. McKinnon.

Per *Hailoong*, str., for Swatow—Mr. Li Ming Hing. For Amoy—Mr. and Mrs. Gedge.

Per *Loongmoon*, steamer, from Shanghai—Messrs. Bishop, Fife and Ferier and 120 Chinese.

Per *Yuensang*, str., from Manila—Mr. and Mrs. Young, Messrs. E. Martin and J. M. Lacalle.

Per *Catherine Apear*, str., from Calcutta, &c.—Capt. and Mrs. McConaghey, Mrs. Lee, Miss Patterson, Surgeon-Major H. Charles, Dr. A. Harrison, and Messrs. P. Whitton, E. L. Hudson, Arnowitz, E. S. Apear, Schun Hung

Szek and son, Robert Suttle, J. Collis, A. A. Utter, A. George, J. Muller, G. Martin, E. C. Roe, L. Coombe, W. A. Treverton, J. M. Morton, and Robertson.

Per *Coromandel*, str., for Hongkong from London—Capt. Peters, Capt. Penfold, Capt. Woodhouse, Capt. Peveril Woodhouse and Capt. Helbing. From Brindisi—Messrs. M. H. Ohly, W. Spalinger and D. Lansdale. From Bombay—Capt. Nelson, Messrs. R. P. Dhalla, D. S. Singanporia and P. R. Desai. From Penang—Mr. Luin Põe Tai, Mr. and Miss Qui Kak Cheong, Mr. and Mrs. Tan Kang Kook, Messrs. Hung, Tan Seng Põe, Oh Tann and Lee Luan Eng. From Singapore—Mrs. and Miss Hollingsworth, Rev. H. M. and Mrs. Lawson and infant, Messrs. H. Clover, C. Eaton, W. M. Thompson, I. Peterson and W. L. Kabunkiler, Col. Walker and Mrs. Buddery. From London for Shanghai—Messrs. Chas. Head, Bassett and C. I. Howsin, Mrs. Prentice and Party (4) and Mr. and Mrs. Burkhill. From Brindisi—Mr. F. C. Goodall, Capt. Dundas and Mr. G. R. Barry. From Calcutta—Miss Hozier and maid. From Singapore—Miss De Basagrit. From London for Yokohama—Messrs. A. Moffat, J. T. McArthur, David Marsden, Johnstone, Evans, K. MacKenzie and Rev. Ridgeway. From Marseilles—Marquis and Marchioness of Breadalbane and maid. From Brindisi—Mr. A. S. Carnegie and Capt. Stenholm. From Melbourne—Misses Affleck, and M. Affleck, McKellat and I. M. McKellat. From Colombo—Mr. E. M. Leaf. From Bombay—Miss Varum.

Per *Australian*, str., from Kobe—Mrs. Tall. Master Tall, Miss A. C. Tennant, and Mr. A. Forrest.

Per *Fushun*, str., from Shanghai—Mr. Marshall and Dr. Ho Kai.

Per *Deucalion*, str., from Sandakan—Mr. and Mrs. Cole.

Per *Changsha*, str., from Kobe and Moji—Mr. and Mrs. Carse.

Per *Namoa*, str., from Coast Ports—Mr. Begley.

Per *Hanoi*, str., from Haiphong, &c.—Messrs. Cardos and Berindoague.

Per *Verona*, str., from Japan—Messrs. Masujima and Hagiwara, Mr. and Mrs. Trafford, Mr. English, Misses Hogg and C. Hogg, Messrs. Norman, Robinson, Tatsujiro, and Itsusaki.

Per *Empress of India*, str., from Vancouver, &c.—Messrs. N. T. Marlow, N. J. Stabb, H. Grant, A. H. Sharp, J. Henry, Mrs. and Miss Stirrison, Mr. and Mrs. Denison, Messrs. K. Fukuda and Z. Togue, Miss Bestie, Mrs. Hagan, Mr. and Mrs. W. D. Graham, and Mr. Wilson Marshall.

Per *Thames*, str., from Shanghai for London—Mrs. A. Little, Mr. R. S. Thomson, Dr. and Mrs. D. Christie and 2 children, Rev. and Mrs. G. Douglas, child and infant, Mr. F. Grossman, Miss Stayner, Miss Mertens, Master Youngson, Miss F. Lloyd, Miss Cowley, Miss Hattrem, and Mr. Lawson. For Hongkong—Mr. G. Bernard, Col. C. S. Gordon.

Per *Glaucus*, str., from Foochow for Hongkong—Mr. Burton.

Per *Yamashiro Maru*, str., from Nagasaki—Messrs. A. C. and H. J. Dight, and Mr. G. Siegfried.

DEPARTED.

Per *China*, str., for Shanghai—Mrs. W. D. Rose, Miss M. Villars, Mrs. A. Clarke, Mr. Kahrweg, Mr. Pakenpack, Miss D. Melsen, Messrs. J. R. Allen, R.N., and J. M. P. dos Remedios, Dr. Sanger. For Nagasaki—Mr. J. Orange, Mrs. E. J. Dorn. For Kobe—Messrs. Goodwyn and E. Schmidt Dargitz. For Yokohama—Misses M. Johnson and H. Wilder, Mr. and Mrs. Thorne, Miss Thorne, Miss Donnelly, Mr. M. Gray, Capt. F. Lyon, Messrs. Brockman, W. Wienmill, L. Jephson, and F. Mesa. For Honolulu—Mr. H. Suydam, Mrs. Suydam and son, Mr. O. B. Spalding, Mrs. C. R. Spalding. For San Francisco—Messrs. G. S. Warren, T. B. Warren, A. E. Kaesser, Mrs. C. Fanchild, Miss S. D. Beesley, Miss M. Alexander, Miss A. K. Wellman, Miss E. R. Wellman, Miss Ethel Moore, Mr. and Mrs. E. Goldschmidt, Mr. W. S. Harrison, Miss Hunt, Miss Prue Hunt, Miss L. Hunt, Messrs. Tom Yuen and E. A. Buddrey. For New York—Mrs. J. Davis, Mr. W. A. Dibble. For Montreal—Mr. and Mrs. A. H. Rennie. For London—Lieut. E. D. Clarke,

R.N. Mr. and Mrs. Burnie and child, Mr. R. E. Bredon, Mr. and Mrs. Baker and Miss Baker, Mr. Jno. Lemm, Rev. Platis. For Liverpool—Mr. and Mrs. Wyon. For Hamburg—Capt. N. A. Schjoring, Mr. G. Faulbaun.

Per *Olympia*, str., for San Francisco—Mr. and Mrs. Ward and child. For Paris—Messrs. Bapzil and Berguet. For London—Mr. A. Royant.

Per *Sydney*, str., from Hongkong for Shanghai—Misses E. Webster, H. Wallace, A. Gourlay, L. Linton, V. Elliott, A. Thornton, and J. Williams, Mr. and Mrs. Moosa and 4 children, Mr. and Mrs. J. Hudson, Mr. and Mrs. H. Burton, Mr. and Mrs. J. Reed, Mr. and Mrs. J. Kearns, Messrs. P. C. Paul, E. A. Wilhelm, W. King, F. Altro, A. McKisson, A. Gourlay, B. Hamersly, and Rev. Anzuteh. For Kobe—Miss Sealy, Mr. H. Kusakabe. For Yokohama—Messrs. How and Bourgingnon. For Shanghai from Marseilles—Mrs. Dopfeld, Messrs. Aldis, Gabriel, Deacon, Salome, Hartmann, and Wooley. From Colombo—Mrs. Shibata Take. From Singapore—Mr. de Verneuil, Baron de Lassuchette, Mr. C. Young, Mrs. and Miss Rodger, Messrs. Goto and Tahara. From Saigon—Mrs. Sloiter, Messrs. Gueibowitch and Clavery. For Yokohama from Marseilles—Messrs. Crosse, White, Kato Tsuntada, Muravur, Longin, Taizo Ohmayé, Lagrange, Charvet, Fabre Brandt, Reynolds, Tano, Caussat, Le Troquer, Gougand, and Mevel, Mrs. Hamma Tsoyai. From Colombo—Mr. and Mrs. Chletnikoff, Major Boothby, Messrs. Yekeyama, Sakamoto, Daniloff, and Toke. From Singapore—Mrs. Ross and 2 children, Messrs. Lennon, Griffin, Papasian, and Pereira. From Saigon—Mr. Camoisson.

Per *Ernest Simons*, str., from Hongkong for Saigon—Mr. S. R. Ismail, Mrs. S. C. Ismail and 5 children. For Singapore—Mrs. Li, Mrs. Chan, Messrs. Chang and How, Lieut. F. G. Hendley, Mr. A. Lewis. For Pondichery—Rev. Grosborne. For Marseilles—Mr. and Mrs. F. J. Rodriguez, Mrs. J. Wilde Loureiro, Mrs. P. C. de Lemos Flores, Mrs. M. Cardoso, Miss Cardoso, Master Cardoso, Mrs. Leuredan, Messrs. H. R. Coombs, Lagarde, Piry, J. Landolt, Mrs. Ricco and 5 children, Dr. Michond. From Shanghai for Saigon—Mr. Corgneau. For Singapore—Mr. G. A. Luck. For Marseilles—Mr. and Mrs. Tallien and daughter, Mr. E. E. Clark, Consul and Mrs. Haas, Mr. de Chaylard, Misses Franchini and Mietta, Rev. Innocent, Mrs. and Miss Innocent, Messrs. Rayden, Devoye, Rottin, Ducase, Roscangas, J. Anderson, and J. Vulcain. From Yokohama for Singapore—Mr. Brown. For Colombo—Mr. Robson. For Port Said—Messrs. Todo and Ayub Palagni. For Marseilles—Messrs. J. W. Bennett and G. Addis, Baron and Baroness Hayoshi, Mr. and Mrs. Van de Polder, Mr. K. Otchiai, Mrs. Parsons and 2 children, Rev. Rey, Messrs. Abily, Yamogata, Thompson, Thripell, Joshling, Cafes, Smith, and Hornby.

Per *Tsinan*, str., for Port Darwin—Mr. C. C. Eitel. For Sydney—Mr. Ellis. For Adelaide—Dr. and Mrs. Eitel, Misses Eitel (2), Mrs. Woodley and child.

Per *Coromandel*, str., for Shanghai from Hongkong—Messrs. R. Heap, A. R. Collins, and A. Collins. From London—Messrs. Chas. Head, Bassett, and C. J. Howsin, Mrs. Prentice and party, Mr. and Mrs. Burkhill, Messrs. Carnegie, Johnstone, and Leaf, Mr. and Mrs. Ware, and Rev. T. Ridgeway. From Brindisi—Messrs. F. C. Goodall and G. R. Barry, Capt. Dundas. From Melbourne—Misses McKellar (2), Misses Affleck (2). From Calcutta—Miss Hozier. From Penang—Mr. Hung. From Singapore—Miss de Basagolti.

Per *Omi Maru*, str., for Japan from Hongkong—Mr. and Mrs. Fiske Warren and child, Misses Rachel Warren, Mary A. Osgood, and E. A. Howe, Messrs. Shige and J. S. Clark. From Australia—Messrs. R. K. Biernacki, Rodgers, J. S. Clark, W. Legge, Misses E. M. Barrett and A. L. Rodgers, Messrs. C. Macheus, A. Joshua, H. Valentine, Col. and Mrs. Bailey and 3 children, Messrs. E. Walker and Serocold, Mr. and Mrs. Peabody, Miss N. J. Borden, Miss C. S. Brayton, Mr. A. Peabody, Mr. and Mrs. Borden, Messrs. Sakaki, Jenkins, and Geo. McArthur.

Printed and Published by D. WARREN SMITH, at 29, Wyndham Street, Victoria, Hongkong.